Buick

Buick for 1928 has won tremendous popularity among men and women alike—because it combines style that women desire with durability that men demand.

THE DRAGON MOTOR CAR CO., LTD.
Tel. C. 1246—33 Wong Nei Chung Road.
Tel. C. 3500—33 Des Voeux Road Central.

China Mail

ESTABLISHED 1845

No. 25,944 HONG KONG, THURSDAY, AUGUST 9, 1928. PRICE, $3.00 Per Month.

"Your Eyes Are Safe With Us."
LAZARUS
Hong Kong's Only European Optician.
(Established Over Forty Years)
ACCURACY SERVICE QUALITY.
Manager:
RALPH A. COOPER, Registered Optometrist (Canada)
F.I.O. (London).

NATHAN-RD. FREE FIGHT.

'BUS INCIDENT.

DRIVERS AND CONDUCTORS AGAINST EUROPEANS.

NUMEROUS CASUALTIES.

A sensation was caused yesterday evening in Nathan-road when a fight took place between a number of European and Portuguese residents and employees of the Kowloon and China Motor 'Bus Companies, as a result of an alleged act of carelessness on the part of a 'bus conductor.

The affray took place at the junction of Nathan-road and Jordan-road, at the base of the incline, and opposite Leys Buildings.

Lasting some twenty minutes it ended as suddenly as it began. The police did not arrive until it was over. As a result of the fight, all motor traffic was held up and the 'buses placed out of schedule. The ambulance from the Kowloon Fire Brigade station arrived, but was not called upon for service.

How It Began.

The trouble, as witnessed by a number of people, began as the result of a careless and no doubt unintentional act on the part of a 'bus conductor. The 'bus in question was a China M. B. Co.'s vehicle. It had stopped at the usual terminus situated at the base of the incline, and among the passengers was a Portuguese gentleman. An amah with a child in her arms was in the act of stepping off, when the conductor blew his whistle to go. As a result of the sudden motion, the amah temporarily lost her hold, and the child fell from her arm. The 'bus at once stopped, but had it not been for the timely action of the Portuguese gentleman, the child might easily have been killed. The gentleman was then seen to walk up to the conductor and hit him on the face. The latter at once blew his police whistle, and a struggle commenced.

Great Excitement.

Blowing his whistle and generally causing a great uproar, the conductor was joined by the driver of the 'bus, and both "went for" the Portuguese.

Crowds soon collected; European and Portuguese residents living in the vicinity ran out of their flats and joined in the fray, helping the single-handed gentleman. The road became blocked and 'buses were held up, the drivers also joining in the fight. As many as twelve drivers and conductors were soon fighting, with about the same number of residents against them.

As sudden as it began the fight ended. Both parties apparently desired to go to a police station.

All the while the fight lasted police whistles were being blown by quite a number of people but no police officer arrived on the scene. Some ten minutes later, three Indian constables were seen roving around the out-skirts of the crowd. An European Inspector arrived soon after.

This morning the "China Mail" learns that quite a few of the Chinese contestants were admitted to hospital last night, and that one has been detained suffering from rather severe wounds.

The feature of the fight was that every conductor and driver seemed to be armed with some sort of implement.

H.M.S. "WARSPITE."

NOW READY TO JOIN THE FLEET.

Malta, Yesterday.

H.M.S. "Warspite" has been repaired and is rejoining the fleet at Argostoli and accompany it to Malta on the 24th inst. prior to going to England.—Reuter.

[A telegram from London, dated July 18, stated:—The Admiralty reports that H.M.S. "Warspite" has struck an uncharted obstruction near the Island of Skiaphos in the Aegean Sea, where the chart showed from 57 to 67 fathoms. The vessel is slightly damaged and has her three double-bottomed compartments flooded. She will probably have to return to Malta to be docked.]

FIRST DIPLOMAT AT NANKING.

DANISH MINISTER.

ELABORATELY ENTERTAINED BY NATIONALISTS.

STAY IN PALATIAL HOSTEL.

Nanking, To-day.

The Danish Minister to China, Mr. Henrik Kauffmann, is being elaborately entertained here as the first Minister of a foreign nation to visit Nanking under the Nationalist regime.

Mr. Kauffmann is staying at the Foreign Ministry's palatial hostel, calling on members of the Nationalist Government and sight-seeing.—Reuter.

Treaty Revision.

Nanking, Yesterday.

The Danish Minister has arrived here and interviewed Dr. C. T. Wang (the Foreign Minister) informally regarding treaty revision.

The German Minister is expected shortly.—Reuter.

5TH PLENARY.

The Only Business at First Sitting.

Nanking, To-day.

Thirty-four members of the Central Executive Committee and the Central Supervisory Committee of the Nationalist Party were present at yesterday's sitting of the fifth plenary session, including the five members of the Extremist or so-called Cantonese clique (Wang Fa-chun, Chen Shu-jen, Wang Loh-ping, Pan Yuen-chao and Mrs. Liao Chung-kai).

Feng Yu-hsiang (the "Christian General") is to attend the next sitting to be held on Aug. 10.

The only business put through yesterday was the decision to remove the tomb of Dr. Sun Yat-sen (father of the Nationalist Party) from Peking to Nanking and to hold the burial there on July 1, 1929.—Reuter.

For Consideration.

Nanking, Yesterday.

The inaugural ceremony of the Nationalists' fifth plenary session was held this morning, the presiding officials consisting of Tan Yen-kai, Yu Yu-jen, Marshal Chiang Kai-shek, Ting Wei-feng and Tai Chi-tao.

Among the subjects on the agenda for consideration were the suspension of the rights and privileges of ex-General Cheng Chien, and the fixing of the date for the National People's Convention.

Yesterday the secretariat of the fifth plenary session telegraphed to General Feng Yu-hsiang, General Yen Hsi-shan and Admiral Yang Shu-chwang, notifying them that they had been granted full rights of regular members and were privileged to submit proposals for consideration.

Feng Yu-hsiang replied that he will attend whenever his presence and opinion are requested.

Yang Shu-chwang attended the first meeting this morning and is expected to participate fully in the subsequent meetings.

Three Committees.

Yen Hsi-shan is not attending, but has requested his representatives to submit several proposals on his behalf.

At yesterday's preliminary meeting three special committees were created to consider the resolutions presented to the fifth plenary.

The first will study the proposals concerning Party affairs and popular movements;

The second will deal with resolutions concerning the relationship between the Party and the Government in regard to their respective functions;

The third will take up the resolutions concerning political and military affairs.

The resolutions were referred to the first, second and third committee, respectively.—Reuter.

U.S.A. CAR CO.'S.

STUDEBAKER AND PIERCE ARROW AMALGAMATION.

New York, Yesterday.

A virtual amalgamation has been affected between the Pierce Arrow Motor Car Company and Studebaker Corporation, making the combination the fourth largest manufacturing group in the United States.—Reuter's American Service.

ANOTHER AVIATION SMASH.

PILOT CRASHES.

FRENCH ACE PREPARING ATLANTIC FLIGHT.

1 KILLED: 3 INJURED.

Paris, Yesterday.

The famous French pilot, Drouhin, while preparing an Atlantic flight and testing his machine, crashed. He was seriously injured as were also two others, while a fourth occupant was killed.—Reuter.

Later.

Drouhin has died from his injuries.—Reuter.

NEW LINKS.

'PHONE SERVICE BETWEEN ENGLAND AND ITALY.

MAIL TO S. AMERICA.

London, Yesterday.

The Postmaster General announces that a telephone service will be established between England and Italy via Switzerland. Communication will be available from all parts of Great Britain but will be restricted initially in Italy, to calls to and from Milan.

Air Mail Service.

The Postmaster-General also announces that a new air mail service has been established with Brazil, Uruguay and Argentine via France.

The service may be used in addition for correspondence addressed to Paraguay, Bolivia and Chile.—British Wireless Service.

CARVALHO'S ARREST

$250,000 FROM H.K. GOVERNMENT.

EXTRADITION QUESTION.

Shanghai, Yesterday.

A Chinese named Carvalho, or alternatively Wong Pih Chun, was arrested this afternoon on a charge that he had defrauded the Hong Hong Government of $250,000. He will be brought up at the Provisional Court to-morrow morning when the question of procedure, in view of the absence of extradition arrangements with Hong Kong will probably be brought up.—Reuter.

UNLUCKY FLIERS.

DEL PRETE'S LEGS MAY BE AMPUTATED.

"RIO" SHOCKED.

Rio de Janeiro, Yesterday.

It was Del Prete who broke his legs, which may necessitate both being amputated.

The whole city is shocked by the accident. Crowds gathered outside the hospital and all social functions have been suspended.—Reuter's American Service.

GIVING NOTICE.

BARBER MISUNDERSTANDS LANDLORD.

HAD TO BE "CASH DOWN."

Misunderstanding over notice given by a tenant to his landlord led to a case in the Summary Court this morning.

Mr. A. el Arculli appeared for Hang Kwok-hing, of No. 211, Praya East, ground floor, who sued the Tung Fat barber shop of No. 103, Wing Hing-street, Causeway Bay, ground floor, for $106, half being for a month's rent of the ground floor of No. 109, Whitfield, and the other half being for a further month's rent in lieu of notice.

Defendant said that he offered to pay half a month's rent and give half a month's notice and that this was accepted by the plaintiff. Plaintiff said that he accepted, on the condition that the half month's rent was paid "cash down"; and that this had not been done. Defendant rejoined that if he had known, he would not have stayed during the period covered by notice but moved out forthwith; in any case, he had intended to pay at the end of the half month. Plaintiff's submission was that the mutual arrangement having failed, he was entitled to ask for a month's notice.

The Puisne Judge (Mr. Justice P. Jacks) gave judgment to plaintiff on his claim and costs of the action.

$70,000 STOLEN FROM A SAFE.

MYSTERY OF A LOCK.

SUNNING RAILWAY STATION ARRESTS.

ADMIRAL CHAN CHAK'S TOUR.

Pakkai, Kongmoon, Yesterday.

Mystery surrounds the skilful theft of $70,000 in silver and banknotes from a safe in the offices at Sunning of the Sunning Railway Co.

The safe was left as though it had been untouched. The lock

Admiral Chan Chak.

securing the door of the building in which the safe was placed was, however, slightly broken.

With hardly a clue to follow up, the authorities are somewhat at a loss but more than ten men have been detained on suspicion.

ADMIRAL'S VISIT.

Admiral Chan Chak, commander-in-chief of the Kwangtung Navy, visited old friends and admirers here on his tour of inspection to the southern part of the River delta. He flew his flag on the gunboat "Kong Kung," and there were two other gunboats and an exceptionally fast motor-boat in his retinue.

A few years ago, he had his base here. He was largely instrumental in providing a football ground at Pakkai, the port of Kongmoon, on which teams from the British Navy play when they are here. He is still a member of the local soccer association.

DEVELOPMENT.

In order to reduce local administration expenses and thereby cut down taxation, the people of Kongmoon city are petitioning Canton for the abolition of the Mayor's office and its substitution, in lieu, by a Police administration with powers of trial (i.e., a "teng").

A water-supply laid down through pipes at both Kongmoon and Sanwui city has been proposed.

Sanwui city is now definitely committed to pulling down the city walls and erecting roads in their place.

MONEY MATTERS.

At present payments to all Chinese public offices must be in the banknotes of the Nationalist Central Bank which were previously at considerable discount.

Since the system of the Government's accepting these notes at par, if chopped by the Bank, there has been no difficulty.

Chopped Canton notes are now .6 per cent. higher than silver subsidiary coins and unchopped notes .5 per cent. below.

Silver 20 cent pieces bearing the date "13th year of the Republic" are not accepted here as the majority are bad.

HEAT WAVE.

Hong Kong banknotes and other foreign currencies cannot now be used as media of business but they can be changed by bankers and money shops. An edict to arrest anybody violating this rule has been issued.

A fairly large number of small-pox cases have been reported from the Paksha of Kongmoon. The outbreak was attributed by the natives to the spell of abnormally hot weather—about 94 degrees in the shade—but the recent rain has reduced the heat somewhat.—Our own correspondent.

NANKING RAPE.

Sir Sidney Barton and the Agreement.

Shanghai, Today.

A representative of the foreign ministry from Nanking and Sir Sidney Barton negotiated on the Nanking incident agreement all day yesterday at the British Consulate at Shanghai. Both went to Nanking last night where the formal signature is expected to take place to-day.

Sir Sidney Barton in leaving for England on Saturday.—Reuter.

[The Nanking Rape and the suggested terms of a British Settlement are commented upon in the Leading Article to-day.]

GERMANY'S STERN FIGHT.

AT AMSTERDAM.

WINS WATER POLO FINAL ATFER REVERSE.

THE BOXING INCIDENT.

Amsterdam, Yesterday.

Germany beat Hungary in the final after extra time by five goals to two.

At half time Hungary were leading by two clear goals.

America did well in the spring board diving finals, capturing the first two places. A Japanese was ninth.

Japan set an Olympic record in the 200 metres breast stroke race. A Filipino was third.

SWIMMING.

200 Metres Breast Stroke.

Tsuruta (Japan)	1
Rodemacher (Germany)	2
L. Defonso (Philippines)	3

Time: 2 mins. 48.4/5 secs.

Won by a yard; two yards between second and third.

Tsuruta's time constituted an Olympic record.

Spring Board Diving.

	Points.
Desjardins (U.S.A.)	185.04
Galitzen (U.S.A.)	174.06
Simaika (Egypt)	172.46

Takaschina (Japan) was ninth with 139.78 points.

The Boxing Incident.

The President of the United States Olympic committee has refused the boxing manager's application to withdraw the team in consequence of the decision of the referee in the Miller-Sarto's bout mentioned yesterday.—Reuter.

GENE TUNNEY.

ENGAGED TO MILLIONAIRE'S DAUGHTER.

New York, Yesterday.

Gene Tunney's engagement to the millionaire's daughter, Miss Josephine Lauder, is announced.—Reuter's American Service.

TROPICAL STORM.

MOUNTAINOUS SEAS AT PALM BEACH.

Palm Beach, Yesterday.

A tropical storm on the Florida coast revived memories of the hurricane disaster two years ago.

Enormous seas throughout the day pounded Palm Beach, and the famous boulevard was momentarily expected to collapse. Streets were flooded and the city deprived of light and power.—Reuter's American Service.

Untold Damage.

Jacksonville, Yesterday.

Untold damage to property followed in the wake of the tropical storm, which is now believed to be howling across South and Central Florida, after clearing a path of destruction down the East Coast.

The damage is estimated at G$5,000,000. At Port Pierce, Vero Beach, Stuart, where hundreds of hourses have been unroofed, crops have been destroyed, communications and public utilities are crippled, trees have been uprooted and shop-windows shattered.— Reuter's American Service.

PEKING POSTER DISPLAY.

ANTI-FOREIGNISM.

GRAPHIC KUOMINTANG PICTURES.

PLASTERED ON PALACES.

Peking, July 23.

Violent anti-foreign posters, showing by pictures and cartoons China's domination by the avaricious and rapacious foreigner, have appeared suddenly in all public places in Peking. Incidents for several years, in which foreigners are alleged to have massacred helpless Chinese, are depicted graphically from the Kuomintang point of view.

Americans, Britons, Frenchmen and Japanese all come in for their share of blame for China's present woes, in these posters, which are splashed on the walls of imperial palaces, on the lovely porcelain pilaus in the old Manchu pleasure-gardens, and in the public parks, obviously by official permission.

One large picture shows several figures representing foreign nations, with the American particularly evident by his horn-rimmed glasses, riding in a crude cart which is going over recumbent Chinese lying under its wheels.

Another shows British and French soldiers ruthlessly shooting down Chinese men, women and children—the Chinese conception of the Shameen incident in 1926. Another shows a great fat man, labelled "the Foreign Imperialist," astride a fence, with a Kuomintang soldier advancing bravely with a drawn bayonet to finish him.

The Japanese come in for more than their share of the posters, with pictures of alleged atrocities in Shantung, Japanese soldiers bayonetting Chinese women, and one shows a large Japanese on wooden clogs dragging after him a cur dog labelled Chang Tso-lin. Posters crying "Down with the unequal treaties" have appeared everywhere.—"United Press."

A GOOD TIME.

ALLEGATIONS AGAINST YOUTHS.

TWO SHANTUNGESE.

Two young Shantung Chinese, Yu Yuan-shing (20) and Hsu Tsang-huan (18), both employees of the Yee Tai Hong of No. 156, Wing Lok-street, West, were on Saturday, August 4, entrusted with the sum of $14,226.01 to deliver to the Shun U Bank at No. 183, Queen's-road Central. Instead of delivering the money, the two youths were alleged to have misappropriated the whole amount and converted over $2,000 to their own use.

Information was given to the police by the youths' employers when they failed to return to the shop after the elapse of a reasonable length of time. Inquiries were immediately set on foot by the police with the result that the youths were arrested within 24 hours with the best part of the money in their possession.

Acting on information received, detectives visited the second floor of No. 155, Hollywood-road at 10 p.m., on August 5 and there they found the two youths and a woman. The youths had established themselves in the flat in style with new furniture which included a gramophone and 40 records, and the machine was playing merrily when the police arrived. The woman was decked with some very fine new jewellery which her admirers had bought for her, whilst the youths had not neglected to buy themselves some trinkets also. A search was made and over $12,200 in cash was recovered.

This morning the youths found themselves before Major C. Willson, O.B.E., at the Central Magistracy charged on two counts of (1) larceny of the $14,226.01 as bailees, and (2) joint misappropriation of the money.

Each accused had separately to face a third charge as follows:—

Converting to his own use the sum of $13,226.01 in the case of Yu Yuen-shing, and conversion of $1,000 to his own use in the case of Hsu Tsang-huan.

Evidence was given by Shih Footing, manager of the Yee Tai Hong.

Case proceeding.

Belgrade, Yesterday.—There was a vast crowd at the funeral of Ristovitch.—Reuter.

ON THE FIELDS OF FLANDERS.

BRITISH PILGRIMS.

IMPRESSIVE CEREMONY AT MENIN GATE.

PRIMATE-ELECT'S ADDRESS.

London, Yesterday.

Deep emotions were touched among the 11,000 British Legion pilgrims, headed by the Prince of Wales, at the service of remembrance at the Menin Gate memorial at Ypres to-day.

The impressive two minutes silence so affected the multitude that women sobbed and men had difficulty in keeping back tears.

Beside the Prince of Wales on the platform by the magnificent ruin of the old Cloth Hall, there were present at the service Prince Charles of Belgium, Admiral Lord Jellicoe, President of the British Legion, and a number of distinguished French generals.

The service, which was conducted by Dr. Jarvis, Chaplain-General to the Forces, was beautiful in its simplicity and contained no note of triumph beyond that of the triumph over death.

Reviving Memories.

It concluded with an address by Dr. Lang Archbishop of York and Archbishop designate of Canterbury). He said: "We meet here to revive memories and the spirit which have made this place for ever sacred in the hearts of the British race. Yet when we remember the sacrifice of youth and treasure and precious blood poured out on the fields of France and Flanders the question springs unbidden to our minds. Was it all worth while? Here, at this gate, let there be no faltering in answer. Yes, a thousand times, yes. The spirit was active and menacing which used war or the threat of war as a normal instrument of policy. It has been laid low and dethroned in the very lands where once it seemed to reign. It will soon be renounced in a solemn and deliberate pledge by all nations, who ten years ago were locked in the throes of war. Through the sufferings and sacrifice of war there has been won, as never before in human history, the settled will to seek peace and ensure it."

The Archbishop added: Ten years ago our hearts were full of high purposes, full of hopes for a better and a happier life for all our people. What has come of them. How do they meet the challenge of insecurity of employment or depression which lies like a blight upon the industrial north of England, from which I come."

He declared that the bettering of life of the British Commonwealth was a cause for demanding sacrifices no less real than those which were offered in the stress of war.

The last scene of the ceremony was the march of the British legionaries past the Prince of Wales, which occupied over an hour.

Some of the legionaries limped on crutches and others were armless. All wore medals.

Prince's Gracious Act.

The Prince noticed that Lady Haig, widow of the late Field Marshal who led the British forces to victory, was marching with the women pilgrims. He at once asked her to join him on the platform and share salute. It was a gracious and spontantous action, which was particularly appreciated by the wives and mothers among the pilgrims.

In the afternoon, the Prince, accompanied by General Sir Fabian Ware, visited the cemeteries in the neighbourhood.

His Royal Highness returns to London to-night.—British Wireless Service.

HOME RAILWAYS.

ENGINEERS' AND FIREMEN'S WAGES REDUCTION.

MAJORITY VOTE.

London, Yesterday.

The Conference of the Associated Society of Locomotive Engineers and Firemen, by a majority vote, has accepted the wages reduction agreement.

The question whether the present agreement should be terminated will be brought up at the annual Assembly on May, 1929.—Reuter.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $500,000,000
Issued and Fully Paid-up $250,000,000
Reserve Funds:—
Sterling ..... £ 6,000,000
Silver $14,000,000
Reserve Liability of Proprietors $250,000,000

HEAD OFFICE: HONGKONG.

COURT OF DIRECTORS:—
A. H. Compton, Esq. Chairman.
N. S. Brown, Esq. Deputy Chairman.
W. H. Bell, Esq. W. L. Pattenden, Esq.
Hon. Mr. R. D. F. Leith. J. A. Plummer, Esq.
Hon. Mr. C. G. S. Mackie. T. O. Wesll, Esq.
H. P. White, Esq.
Chief Manager
Hon. Mr. A. C. Hynes.

BRANCHES:—

AMOY	LONDON
BANGKOK	LYONS
BATAVIA	MALACCA
BOMBAY	MANILA
CALCUTTA	MOUKDEN
CANTON	NAGASAKI
CHEFOO	NEW YORK
COLOMBO	PEKING
DAIREN	PENANG
FOOCHOW	RANGOON
HAIPHONG	SAIGON
HAMBURG	SAN FRANCISCO
HANKOW	SHANGHAI
HARBIN	SINGAPORE
HONGKEW	SOURABAYA
ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 6th June, 1928.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.
A. C. HYNES,
Chief Manager.

Hong Kong, 15th September, 1927.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11 Queen's Road Central.

Authorised Capital ..... Guilders 150,000,000. (£12,500,000.)
Paid-Up Capital ..... Guilders 80,000,000. (£6,666,670.)
Reserve Fund ..... Guilders 40,000,000. (£3,333,333.)

Head office:—(AMSTERDAM).
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin Bandoeng*), Bombay, Calcutta, Cheribon, Jeddah, Djambel, Djokjakarta*), The Hague*), Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*), Samarang*), Shanghai, Sibolga (Sumatra), Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.*)

*) These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world
Banking business of every description transacted.
O. STEENSTRA, Manager.

Hong Kong, 30th July, 1927.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussman, Paris.

Subscribed Capital .. Frs. 72,000,000.00
Paid-Up Capital ..... Frs. 68,400,000.00
Reserve Fund ..... Frs. 39,884,519.10

BRANCHES:

Bangkok	Hanoi	Quinhon
Battambang	Hong Kong	Saigon
Cantho	Mongtze	Shanghai
Canton	Nam-Dinh	Singapore
Dijbouti	Noumea	Tientsin
Fort-Bayard	Papeete	Tourane
Haiphong	Peking	Vinh
Hankow	Pnom-Penh	Yunnanfu
	Pondicherry	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM,
Manager.

Hong Kong, 1st May, 1928.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve fund ..... Yen 99,500,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria.	Newchwang.
Batavia.	New York.
Bombay.	Osaka.
Buenos Ayres.	Peking.
Calcutta.	Rangoon.
Canton.	Rio de Janairo.
Changchun.	Saigon.
Dairen (Dalny).	San Francisco.
Fengtien (Mukden).	Seattle.
Hamburg.	Semarang.
Hankow.	Shanghai.
Harbin.	Shimonoseki.
Heng Kong.	Singapore.
Honolulu.	Soerabaya.
Kai Yuen.	Sydney.
Karachi.	Tientsin.
Kobe.	Tokyo.
London.	Tsinanfu.
Los Angeles.	Tsingtau.
Lyons.	Vladivostok.
Manila.	(Temporarily closed).
Nagasaki.	
Nagoya.	

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application

T. MORI,
Manager.

Hong Kong, 12th March, 1928.

中法工商銀行

BANQUE FRANCO-CHINOISE pour le Commerce et l'Industrie (Incorporated in France).

Prince's Building, Chater Road, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital fully paid up Frs.50,000,000
Special working capital ..Frs.50,000,000.
Reserves Frs.22,319,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:
FRANCE:—Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.
LONDON:—Midland Bank Ltd.
NEW YORK:—American Exchange Irving Trust Co., Banca Commerciale Italiana.
SAN FRANCISCO:—Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

L. BERNIS,
Manager.

Hong Kong, 3rd August, 1928.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

ALOR STAR (Malay State)	KUCHING
AMRITSAR	MADRAS
BANGKOK	MANILA
BATAVIA	MEDAN
BOMBAY	NEW YORK
CALCUTTA	PEKING
CANTON	PENANG
CAWNPORE	PESHAWAR
CEBU	RANGOON
COLOMBO	SAIGON
DELHI	SEMARANG
HAIPHONG	SEREMBAN
HAMBURG	SHANGHAI
HANKOW	SINGAPORE
HARBIN (N. Manchuria)	SOURABAYA
HONG KONG	TAIPING (F.M.S.)
ILOILO	TAVOY
IPOH	TIENTSIN
KARACHI	TOKYO
KLANG	TONGKAH (Bhuket)
KOBE	TSINGTAO
KUALA KANGSAR	YOKOHAMA
KUALA LUMPUR	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 3rd April, 1928.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO).

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued
Average amount .. Yen 45,000,000

BRANCHES AND AGENCIES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.

LONDON BANKERS:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, U.S.A., Australia, etc.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application. Deposits in Yen can be accepted.

J. IHARA,
Manager.

HONG KONG BRANCH:
3, Des Voeux Road Central.
Hong Kong, 22nd September, 1927.

THE BANK OF CHINA. 中國銀行

(Specially Authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital $60,000,000.00
Paid-up Capital 18,278,600.00
Reserve Fund 9,629,425.24

HEAD OFFICE: PEKING.

HONG KONG BRANCH:
4, Queen's Road Central.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

SHOU J. CHEN,
Manager.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) ..$11,000,000
Paid Up Capital 5,864,200
Reserve Fund £50,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

LONDON BANKERS:—
The Lloyd's Bank Limited.

CORRESPONDENTS.
In all principal cities of the World.
Foreign exchange and banking business of every description transacted.
Safe Deposits Boxes (various sizes) at a yearly rental of from $5 to $40.

LOOK POONG SHAN,
Chief Manager.

Hong Kong, 19th February, 1927.

COMMERCE AND FINANCE.

TRADE STIMULUS.

SIR R. HORNE AND SAFEGUARDING.

LABOUR SUPPORT.

An eloquent plea for an extension of the principle of safeguarding was made by Sir Robert Horne, M.P., who presided recently at the Albert Hall over a mass meeting organised by the Empire Industries Association, the aim of which is the extension of Empire Preference and transport and the safeguarding of home industries.

Sir Robert pointed out that under the principle of safeguarding exports had increased and imports of foreign goods had decreased. He recalled that twenty-five years ago Mr. Joseph Chamberlain began at Birmingham the exposition of a policy which, though temporarily frustrated, was now more and more clearly recognised as essential to the prosperity of our trade and industry and to the maintenance of the unity and strength of the British Commonwealth of Nations. It was a policy for home and for Empire, advocating preferential relations with the Dominions and safeguards for our markets at home. Mr. Chamberlain knew that without her great possessions overseas Britain must decline.

"We of the Empire Industries Association," continued Sir Robert, "are in favour of the principle of free markets in exchange for free markets, but we are not prepared to see efficient industries in this country ruined by the importation of foreign goods manufactured under conditions which would not be permissible in our midst.

"PATIENT VICTIMS."

"There are some people who are criticising us because, they say, propaganda for the safeguarding of our industries is imperilling the fruitful movement for Free Trade among all the nations of Europe. We sympathise with everything that is being done in that direction at the Conference at Geneva, but at the same time it is futile to expect any practical result from those Conferences until some definite plan is promulgated. In the meantime I think delegates from foreign countries may be enabled to come to a more rapid decision if they know that until some definite and specific overture is made we, who have been too long the patient victims of their tariffs, must in the interval defend our own interests." (Cheers.)

The result of the safeguarding duties in operation had been that the importation of foreign goods had decreased and we had been able to give more employment to our own people. They had been told that as a result of tariffs employers would become slack and inefficient; but in truth the stimulus of hope had increased the activity and energy of employers. They were assured that under a system of tariffs exports would decrease; in fact, they had consistently increased. They were also told that the effect of tariffs would be to raise prices to the consumer; but the contrary had been the case.

Not only had the United States overtaken us in the export of goods, but she had completely outstripped us. The markets of Australia and New Zealand were anxious to buy our goods, but in spite of the sentimental preference and of the very real advantage we had from preference duties, the unfortunate fact was that while our proportion of the trade had been going down in those markets, the proportion of American trade had been steadily going up.

"PROVED EFFICACY."

"We have proved the efficacy of applying safeguarding to some of our industries," Sir Robert said, "and we are here to urge the Government to widen the extent of that principle and to give the same benefit to many other industries which to-day are languishing. There are many politicians in this country who are hostile to these preferences and who would cancel even those which we give to the Dominions. I do not hesitate to say that imperial preferences during those long dark days of depression have saved many of our trades in this country from catastrophe. (Hear, hear.)

"On the day—God forbid that it should ever come—when the Dominions make up their minds that we have no mutual interests in trade and commerce, wise men will foresee the end of the mighty confederation which this nation has built up; but if, on the contrary, we are still worthy of a great destiny; if we are prepared to knit more closely the young Briton with the old in material interests as well as spiritual affections, then will this ancient land renew her youth in the life of the young Dominions, and even the glories of the British race in the past may be dimmed by the richer effulgence of the future." (Cheers.)

A resolution calling for the extension of safeguarding duties to numerous industries suffering from unfair foreign competition was moved by Sir Henry Page Croft, M.P. Mr. John Hodge, a former Labour member of Parliament, was to have supported the resolution, but was unable to be present. He wrote that it was absolutely essential that the Government should so amend the regulations as to make an inquiry into the safeguarding of iron and steel practicable.

Mr. George Spencer, M.P., president of the Notts and District Miners' Industrial Union, said that if the Conservative party did not quickly carry out a policy of safeguarding the Labour party would. There was an ever-increasing body of trade-union opinion—the opinion of responsible leaders—turning in favour of protecting the standard of life of the workers. One of the economic facts that trade-union leaders were forced to face was that if the country was flooded with cheap goods from abroad either wages would have to come down or employment would cease.

Commander O. Locker-Lampson, M.P., Mr. David Bremner (director of the British Engineering Association), and Mr. Reginald Clarry, M.P., also spoke, and the resolution was carried enthusiastically.

BALDWINS, LTD.

COMPANY REORGANISATION PROPOSALS.

CAPITAL REDUCED.

London.—A series of meetings of shareholders of Baldwins, Ltd., was held at Cannon-street Hotel, for the purpose of considering proposals for reorganisation of the company.

Sir Robert Horne, who was voted to the chair, observed that the plight in which they were to-day was largely due to the generous response which the company made to urgent requests of the Government during the war. The amount by which it was proposed to reduce the share capital was £3,786,431 18s. This money was represented by a number of branches of business which had been closed down, and loss in value of properties which stand in the company's balance sheet at a figure which they could not command to-day.

Assuming that the capital of the company must be written down to the extent indicated, it still remained (1) to reduce the annual prior charges to a scale commensurate with the company's revenue, and (2) to provide the company with working capital sufficient to enable it to carry on and develop.

The Scheme.

The scheme provided for the constitution of a new 6 per cent. first mortgage debenture stock which would yield one million pounds. Of this amount a considerable part would be used in dealing with certain prior charges, and a sum of approximately £432,000 would be available as new money.

The remaining parts of the scheme arranged for:—(1) The paying off of the present 4½ per cent. debenture stock; (2) the substitution of other rights for those of the present 7½ per cent. debenture stock without reducing capital claims of its holders against the company; (3) provision for the payment to Lloyds Bank of sums borrowed, as to a small amount by cash and in the main by proportions of new stocks which it was proposed to create under the scheme; (4) the exchange of a 6½ per cent. preference share for the 5½ per cent. (5) reduction of £1 in the present B preference share to a value of 14s., and the writing down of the ordinary £1 share to the value of 4s.

The general meeting approved of the scheme.

At the meeting of the 7½ per cent. debenture stockholders there was considerable discussion, and the directors finally agreed in deference to the stockholders' request to a postponement for a fortnight in order to give further time for consideration of the scheme, and in the meantime to meet some of the more prominent stockholders.

GRAMOPHONES.

GROWING POPULARITY OF SHARES.

RENEWED ACTIVITY.

The recent revival of interest in the shares of the leading gramophone companies listed on the London Stock Exchange has led to speculation as to the primary reasons for the somewhat sudden fillip. Prominent among the more popular shares are those of the Duophone and British Brunswick companies. There is no doubt that part of the activity is due to the better feeling which is now in evidence in the industrial section generally. But it is obvious that there are more substantial reasons for the investing interest being intensified, particularly in view of the nature of the buying, for this has become less professional and more public.

In some quarters there is talk of an extension of business between the Marconi Company and the Duophone and British Brunswick companies, while an additional item of news is that people closely associated with these two companies have acquired an important German gramophone and record manufacturing company, in connection with which an elaborate programme of development is now under consideration.

It is admitted that up to the present Germany has not developed the gramophone business anything like to the extent witnessed in Great Britain, for instance, and it seems certain that a wave of popularity in this direction is now developing which will create a large demand for gramophones and records in the near future.

The "Evening Standard" dwelt at length upon the new activity in gramophone shares, more particularly as regards Marconis, and pointed out that the Marconi Company is already interested in the business of gramophone records through its arrangements with the British Brunswick and the Duophone companies. While the "Evening Standard" learns that the Marconi Company is particularly anxious to develop the large market in connection with the large liners and hotels by the introduction of machines for reproducing sound volume in various parts of the ship or hotel, it is clear that this programme will reflect with considerable advantage to all those interested in either the Duophone or British Brunswick companies; hence there appears to be every reason for the recent revival of interest in the shares of both enterprises.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high-and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

August 3 to 9, 1928.

Date		High Water Standard Time	Ht	Lower Water Standar Time	Ht.
August					
Fri.	3	m 9 44	7.0	m 3 18	3.0
		11 36a	4.3	5 15 a	0.4
Sat.	4	m 10 32	7.7	m 3 59	2.9
			4.4	5 53 a	0.7
Sun.	5	m 0 9		m 4 46	2.8
		m 11 22	7.3	6 32 a	1.1
Mon.	6	m 0 43	4.6	m 5 40	2.8
		0 16a	6.7	7 11 a.	1.7
Tues.	7	m 1 21	4.9	m 6 43	2.8
		1 13a	6.6	7 51 a	2.3
Wed.	8	m 2 6	5.2	m 8 4	2.8
		2 28 a	5.2	8 33 a	2.9
Thurs	9	m 3 0	5.6	m 9 46	2.7
		4 15a	4.5	9 18 a	2.3

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

			July, 20, 1928.	June, 1918.	June, 1914.
			Cts.	Cts.	Cts.
Beef, Sirloin	牛尾肥	lb.	28	24	12
„ Prime Cut		„	28	23	12
„ Corned	咸牛肉	„	—	23	12
„ Roast	燒牛肉	„	28	24	22
„ Breast	牛腩	„	24	20	18
„ Soup	湯肉	„	26	20	18
„ Steak	牛排	„	28	24	22
„ Steak Sirloin	牛柳骨	„	40	30	35
„ Sausages	牛腸	„	40	26	20
Bullock's Brains	牛腦	per set	15	10	12
„ Tongue, fresh	牛脷	each	65	50	60
„ Tongue, corned	咸牛脷	„	—	60	—
„ Head	牛頭	„	$1.20	—	$1.20
„ Heart	牛心	lb.	24	18	14
„ Hump, Salt	牛肩	„	34	20	18
„ Feet	牛蹄	each	8	10	12
„ Kidneys	牛腰	„	15	16	12
„ Tail	牛尾	„	28	20	22
„ Liver	牛肝	lb.	24	18	14
„ Tripe	牛肚	„	7	6	7
Calves' Head & Feet	牛仔頭蹄	set	$1.20	$1.00	$1.00
Mutton Chop	羊排	lb.	46	26	—
„ Leg	羊脾	„	46	26	—
„ Shoulder	羊手	„	44	24	—
„ Saddle	羊肉	„	46	—	—
Pig's Chitlings	豬腸	„	30	—	27
„ Brains	豬腦	Per set	3	—	12
„ Feet	豬蹄	lb.	15	15	—
„ Fry	豬什碎	„	28	15	18
„ Head	豬頭	„	15	20	—
„ Heart	豬心	each	15	10	10
„ Kidneys	豬腰	„	15	10	3
„ Liver	豬肝	lb.	48	30	24
„ Leg	豬後腳	„	36	25	23
Pork Chop	豬扒骨	„	36	—	—
„ Leg	豬後腿	„	40	60	70
„ Loin	豬腰肉	„	24	21	—
„ Fat or Lard	豬油	per set	90	60	70
Sheep's Head & Feet	羊頭蹄	each	12	8	7
„ Heart	羊心	„	15	12	10
„ Kidneys	羊腰	„	46	26	25
„ Liver	羊肝	lb.	26	25	22
Sucking Pigs, to order	乳豬	„	30	20	18
Suet, Beef	牛油	„	30	20	20
„ Mutton	羊仔油	„	32	—	—
Veal	牛仔肉	„	28	—	—
„ Sausages	牛仔腸	„	46	26	26
„ „ No. 1		„	30	20	20

Fish.

Barbel	鯇魚	lb.	26	19	24
Bream	鯛魚	„	30	20	16
Canton Fresh Water Fish	塘魚 城河 海鮮 水	„	29	18	16
Carp	鯉魚	„	32	16	27
Catfish	鯰魚	„	24	12	9
Codfish	鱈魚	„	30	20	25
Crabs	蟹	„	25	23	26
Cuttle Fish	墨魚	„	20	16	2
Dab		„	35	23	16
Dace	青鱎	„	38	20	—
Dog Fish	海狗魚	„	15	10	8
Eels, Conger	鰻鱺	„	27	16	—
„ Fresh Water	淡水鰻	„	30	10	18
„ Yellow	黃鱔	„	21	20	30
Frogs	田雞	„	65	32	25
Garoupa	石斑	„	70	40	30
Gudgeon	白鱎	„	30	22	18
Herrings	鯡魚	„	20	18	28
Halibut	扁魚	„	23	18	15
Labrus	青衣	„	24	22	18
Loach	泥鰍	„	45	22	24
Lobsters	龍蝦	„	55	32	21
Mackerel	鯖魚	„	35	20	26
Monk Fish	老鼠斑	„	48	18	2
Mullet	烏頭	„	25	18	2
Oysters	蠔豉	„	55	16	22
Parrot Fish	鸚公魚	„	30	14	9
Perch	鱸魚	„	25	20	15
Pike	花鼠	„	35	16	9
Plaice	黃魚	„	32	26	29
Pomfret, Black	黑白鯧	„	35	36	30
Pomfret, White		„	40	36	45
Prawns	蝦	„	90	10	14
Ray	魟魚	„	12	10	14
Rock Fish	石斑	„	45	18	18
Roach	赤鱲	„	35	22	16
Salmon	鮭魚	„	70	36	30
Shark	鯊魚	„	10	8	10
Skate	魟魚	„	14	10	10
Shrimps	蝦	„	60	32	30
Snapper	立魚	„	45	26	35
Soles	沙	„	45	28	28
Tench	九江	„	26	22	18
Turbot	口魚	„	35	18	12
Turtles, small fr. water	龜	„	1.30	40	—

Poultry.

			July, 20, 1928.	June, 1918.	June, 1914.
			Cts.	Cts.	Cts.
Chicken	雞	lb.	45	30	31
Capons, Small	線雞	„	40	28	30
Capons, Large	肥線雞	„	50	28	30
Duck	鴨	„	34	22	21
Doves	班鳩	each	30	22	21
Eggs, Hen (cooking)	雞蛋	per doz.	30	18	—
Eggs, Hen (fresh)	新鮮雞蛋	„	35	25	20
Fowls, Canton	本地雞	lb.	60	36	24
Fowls, Hainan	海南雞	„	45	36	24
Geese	鵝	„	40	24	24
Pigeons, Canton	白鴿	each	60	30	—
„ Hoihow	海口鴿	„	45	28	—
Turkeys, Cock	火吉公雞	lb.	65	—	—
Turkeys, Hen	火吉雞	„	55	51	45
Snipe	沙浦	each	—	—	—
Pheasant	山雞	pair	—	—	—
Quail	鶉	each	—	—	2
Partridges	鷓鴣	„	—	—	—

Fruits.

Almonds	杏仁	lb.	70	35	—
Apples (California)	金山蘋果	„	24	24	—
Bananas (bride's)	香蕉	„	5	4	—
Carambola	楊桃	„	—	12	—
Cocoanuts	椰子	each	14	10	10
Lemons, China	檸檬	lb.	10	25	30
Lemons (America)	金山檸檬	each	7	8	—
Lichees, Dried	荔枝干	lb.	60	25	30
Oranges (Canton)	新會甜橙	„	24	—	—
Oranges		„	29	—	15
Pears (Canton)	梘梨	„	12	—	—
Peanuts	炒花生	„	14	10	12
Persimmons, Large	紅大柿	„	—	12	—
Plantain	香蕉	„	4	3	—
Pumelo, Siam	暹羅柚	each	12	12	6
Walnuts	合桃	lb.	16	—	16
Grapes	提子	„	—	—	—

Vegetables, &c.

Artichokes	鴉芝竹	each	—	—	8
Beans, Sprout	芽菜	lb.	4	—	7
„ Long	豆角	„	8	8	—
Beet Root	紅菜頭	„	12	—	—
Bitter Squash	苦瓜	„	—	24	—
Brinjals, Green	青瓜	„	8	5	9
„ Red	紅瓜	„	8	5	8
Cabbage, Chinese	芥菜	„	25	—	—
„ (Shanghai)	椰菜	„	—	12	—
Cane Shoots, bunch	竹蓀	„	—	—	—
Cauliflower (Large)	大椰菜花	each	—	—	—
„ (Medium)	中椰菜花	„	—	—	—
„ (Small)	細椰菜花	„	—	6	6
Carrots	金菜蔔	lb.	6	6	6
Celery, Chinese	芹菜	„	—	10	6
Chillies, Dried	辣椒干	„	25	25	5
„ Red	紅辣椒	„	12	10	16
„ Green	青花椒	„	8	8	12
Curry Stuff, English	架屬材料	„	6	8	—
Cucumbers	青瓜	„	6	2	—
Garlic	蒜子	„	10	6	6
Ginger, Young	薑	„	8	7	—
„ Old	老薑	„	5	10	—
Horseradish, Shanghai		„	—	8	4
Indian Corn	粟米	„	7	45	—
Lettuce	生菜	„	6	1	—
Water Chestnuts	馬蹄	„	8	—	8
„ Mandarin	桂林馬蹄	„	10	—	8
Mushrooms, Fresh	鮮草菰	„	48	—	8
Okroes		„	55	1	10
Onions, Bombay	洋香蔥	„	7	8	8
„ Green	生蔥	„	8	4	6
„ Shanghai	上海蔥頭	„	5	6	—
Parsley	芹菜	„	5	60	8
Potato, Sweet	番薯仔	„	12	8	—
„ Japanese	日本薯仔	„	4	8	—
„ American	金山薯仔	„	5	4	4
Pumpkin	冬瓜	„	5	—	—
Radish	紅蘿蔔仔	„	—	—	10
Rhubarb (Fresh)	大菜	„	—	—	8
Shallots	干葱	„	4	8	—
Spinach	菠薐菜	„	6	4	—
Tomatoes	番茄	„	12	7	—
Taros	芋頭	„	6	6	—
Turnips, Punti (Long)	蘿蔔菜	„	6	4	—
Vegetable Marrow	節瓜	„	6	4	—
Water Cress	西洋菜	„	4	15	—
Water Lily Root		„	5	6	—

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NOTICES.

NOTICE.

ON SATURDAY, 11th August, the ANNIVERSARY OF THE GERMAN CONSTITUTION, the Consul for Germany will hold a Reception at his Residence, 115, the Peak, from 11.45 a.m. to 12.30 p.m.

The Consulate will be CLOSED for transaction of business on That Day.

Hong Kong, 8th August, 1928.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th day of August, 1928, at 3 p.m., at the Offices of Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N. ft.	S. ft.	E. ft.	W. ft.	Contents in Sq. Ft.	Annual Rent. $	Upset Price $
11	Kowloon Inland Lot No. 2130	Junction of Prince Edward Road and Tai Nan Street.	As	per	sale	plan.	About 6,200	72	10,850

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Inflammation and soreness in throat or bronchials is quickly allayed by Peps, coughs and colds are nipped in the bud, and the entire breathing system is wonderfully strengthened and fortified.

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LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, the 10th August, 1928, commencing at 2.30 p.m., at their Sales, Room, Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD and OFFICE FURNITURE.

Comprising:—

Teak Hatstand, Bookcase, Glass Cabinet, Chesterfield Couch and Armchairs, Roll and Flat Top Desks, Typewriter Tables, Filing Cabinets, Typewriters, Surveyor's Instruments, Table Fans, Carpets, Rugs, Curios, Brass Ornaments, Tennis Racks, etc., etc.,

Teak Dining Tables, Sideboards, Dinner Waggon, Ice Chests, Glass Ware, Crockery, Kitchen Gear, etc., etc.,

Iron and Teak Bedsteads with Mattresses, Wardrobes with Mirrors, Dressing Tables, Chests of Drawers, Cupboards, Washstands, Shaving Stands, etc., etc.,

also

A Quantity of
BLACKWOOD FURNITURE
and
Three Enamelled Baths
One Grand Piano by Brinsmead & Sons
Three Victrola Gramophones and Record Cabinets
Four Cameras
One Royal Enfield Motor Cycle
One Perambulator.
35 Volumes Encyclopædia Britannica.

On View from Thursday, the 9th August, 1928.

Terms:—Cash on Delivery.

Catalogues will be issued.

LAMMERT BROS.
Auctioneers.

Hong Kong, August 6, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, the 14th August, 1928, commencing at 10.30 a.m. at Godown No. 18, The Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

A Large Quantity of
MISCELLANEOUS GOODS

Comprising:—

Square Iron, Swing Check Valves, Show Cards, Chlorate of Potash, Broken Glass, Sulphuric Acid, Dye Samples, Wood Tar, Hats, Aeroplane Parts, Lamp Shades, Switches, Cord Holders, Films, Cotton, Cotton Piece Goods, Paper, Account Books, Cigarettes, Fish Plates, Dog Spikes, Bolts and Nuts, Steel Clips, Iron Gates, Joists, Stanchions, Old Ware, Motor Car Tyres, Old Wire Rope, Underwear, Vices, Iron Plate, Wire Cable, Glass Ware, Plank, Dried Shrimps, Beche de Mer, Sulphate of Ammonia, Lumber, Flour, Chemical, Shocks, Cuff Links, Cassia, Galvanized Sheets, Flat Bars, Matches, Square, Round and Flat Iron, Pipes, Salt Fish, Porcelain, Coal, Bentwood Chairs, Wine, Pears, Sardines, Raspberries, Asparagus, Apricots, Plums, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, August 8, 1928.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during August, 1928, standard time for the 120th meridian, East of Greenwich, is as follow:—

August	Sunrise. a.m.	Sunset. p.m.
9	5.58	7.00
10	5.58	6.59
11	5.58	6.58
12	5.59	6.57
13	5.59	6.56
14	5.59	6.55
15	6.00	6.55
16	6.01	6.54
17	6.01	6.53
18	6.02	6.53
19	6.02	6.52
20	6.02	6.51
21	6.02	6.50
22	6.03	6.49
23	6.03	6.49
24	6.03	6.48
25	6.03	6.47
26	6.04	6.46
27	6.04	6.45
28	6.04	6.44
29	6.04	6.43
30	6.05	6.42
31	6.05	6.41

MARTIN'S PILLS APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores all over the world.
Proprietor: Martin, Chas. Pemberton, Esq.

THE PRINCE.

A CHARACTER-SKETCH ON HIS THIRTY-FOURTH BIRTHDAY.

AT THE WAXWORKS.

H.R.H. Edward Albert Christian George Andrew Patrick David, Prince of Wales, is 34 years old, and entering upon middle-age, as the Psalmist, who knew not Voronoff, calculated it. Since he came to man's estate he has lived 24 hours a day, and more sentimental twaddle has been written about him than about any other living person, with the possible exception of his niece, Princess Elizabeth.

Educated privately, at Osborne, and at Dartmouth, he did his turn as midshipman aboard H.M.S. "Hindustan." He continued his education in Paris, under the guidance of M. de Breteuil, and then in Germany, and proceeded to Magdalen College, Oxford.

Here he led the normal life of an undergraduate, benefitting hugely by the misfortunes of his grandfather's upbringing, making his own friends from every walk of life, and absorbing what has perhaps proved the strongest influence in the making of his character, the new spirit of fellowship and service, which was inspired by a Radley boy, J. L. Johnston, and made fashionable and permanent at Magdalen by the example of Charlie Mills. Then came the Great War, out of which he gained his manhood and experience of reality and men in France, Egypt, and Italy.

With the coming of peace the Prince began his series of famous embassies to the four corners of the world. He visited Canada and America in 1919, Australia (45,000 miles) in 1920, India and Japan in 1921-2, Canada and the States again in 1923 and 1924, South Africa and South America in 1925, and Canada again 1927. This autumn he is to visit East and South Africa.

Heir to one of the few remaining thrones which retain the influence, substance and virtue of the old notion of constitutional monarchy, he returned from those embassies having done much to make the British Crown a symbol of unity in the Empire, a symbol of national strength and dignity in the eyes of the world.

HIS CHARACTER.

Unquestionably he was born with a full ration of humanity in his composition, and this great gift the influence of Magdalen developed. That he is at heart a democrat no one can doubt. It may be that childish reactions and the common-sense of Mr. Hansell laid the seeds of this conviction; it is certain that the Great War and the robust treatment he grew accustomed to expect from the new world brought it to permanent growth.

In Canada, Australia and America he has found himself judged for what he is, and not for what he wears; has been judged on his merits as a man, and triumphantly passed the test. Hence his preference for the New World; which some times creates anxiety in the breasts of the Old Guard.

The Prince is not easily influenced to-day, and is with difficulty deflected from his considered purpose. And this fact might have serious consequences if he were not himself a man of strong character and common sense, of innate dignity and abounding sense of humour, wholehearted in his patriotism and his devotion to England's traditions and her ancient institutions.

Moving free and unfettered among new democracies, himself unconscious of the very existence of social barriers, a weak man in his position, a man lacking the simple dignity of the Prince, must inevitably have lost caste. But not so. The more joyous and riotous his welcome, the more free and informal his intercourse with the public, the more triumphantly his Royal dignity survives. He has managed somehow to shatter the old maxim of statecraft—that mystery and privacy are essentials in royalty.

The Prince works very hard. He is admirably served, but never run, by his personal staff, and repays that service by unflagging loyalty. Not all his labours are mere stern duties. As I have indicated, humanity overflows in his nature, and in social work and service he finds a recreation. There is less than nothing of "policy" in his perpetual visits to East End clubs, in his zeal for the British Legion and kindred institutions. He goes to all such functions because they genuinely interest him.

HIS RULING PASSION.

Of recreations there is one ruling passion in his life—riding in point-to-point races. He hunts assiduously, but neither old-time squire nor the M.F.H. of the strict school regard him as Nimrod's chosen son. For he knows little (and cares not much to learn) of the hard and ancient science of hunting the fox. The news-value of his daily life and actions does much to spoil his pleasure. The smallest mishap in the hunting field has sometimes been magnified into a disaster. "When he falls, he falls like Lucifer, never to rise again." How that sort of thing must torture a man so remarkably free from affection, so anxious to be judged on his merits!

What of his life? There can be none harder to live, no future more difficult to prepare for, less easy to contemplate. All too many of the sweets of human existence reach him at last stale and diluted. As the years go on, the isolation both of his position in the civilised world and of his personal life is likely to increase. It is improbable that any man living at heart envies him his job. But his destiny is assured of the best possible chance of success in his hands.

HIS DESTINY.

His strength is in his character, in his sense of duty, his dignity. His power lies in his charm and appeal to all with whom he comes in contact, whatever be their class, creed or race. And that charm, that appeal, are derived unquestionably from one cause, the Prince's utter freedom from affection.

I doubt not he often reminds himself that in the normal course of nature he must one day carry on the labours of a very typical English gentleman of the old school, one who in a changing feverish world saw where his stern duty lay and made restraint, self-effacement, and simplicity of life the keynotes of patriotism.

The whole world wishes the Prince consolation in a hard life of which he must at times feel utterly weary, and good luck in a great destiny which can never cease to give him pride.—London "Evening News."

CAUSE OF CANCER.

"FERMENT PRODUCED WITHIN THE BODY."

A startling new theory of the cause of cancer was explained by Dr. James Murphy, of New York, at the International Cancer Conference, which was held in London under the auspices of the British Empire Cancer Campaign. After 16 years' research, Dr. Murphy is convinced that cancer is not caused by a virus, but by a ferment produced within the body.

This theory counters that of Dr. Gye and Mr. Barnard, who three years ago announced the discovery of a living virus. The researches of Dr. Guy and Dr. Barnard, which are still in progress, have already led them to the conviction that cancer, using the term in its widest sense, is a specific disease caused by a virus or group of viruses. Under experimental conditions, they claim, the virus alone is ineffective; a second specific factor obtained from tumour extracts ruptures the cell defences and enables the virus to infect. Under natural conditions the continued irritation of tissues sets up a state under which infection can occur.

TO LORD MILNER.

JUNIOR KING'S SCHOOL, CANTERBURY, OPENED.

On July 19, Lady Milner laid the foundation stone of a new building at Sturry Court (Canterbury), to be known as Milner Court, which is the gift of the widow, and to which the Junior King's School, Canterbury, will be transferred.

Mr. L. S. Amery, Secretary of State for the Colonies, opened the recreation ground, which was presented to the district by Sir Henry Birchenough, Sir Otto Beit and Mr. Claude Monteflore, in honour of the late Lord Milner. Mr. Amery highly eulogised Lord Milner as "a great servant of the Empire."

Major Birley, D.S.O., M.C., headmaster of King's School, announced that the bulk of the money subscribed to the Milner Memorial Fund would be used to provide five Milner Memorial Scholarships, of £100 per annum, tenable for five years, open to the sons of Indian and Colonial civil servants.

The takings at the Olympic hockey and football tournaments at Amsterdam are estimated to have exceeded 600,000 florins (£50,000). The actual figures were: Hockey, 52,726fl. football, 648,577fl. Amusement tax amounted to just over £8,000.

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TAXI
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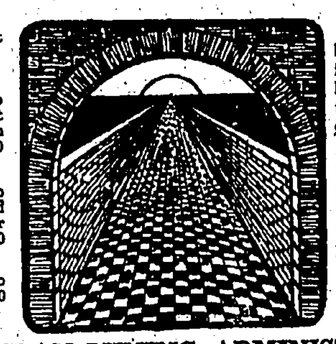
KAIPING HOUSEHOLD COAL



In Lots of not less than 1/2-ton:—
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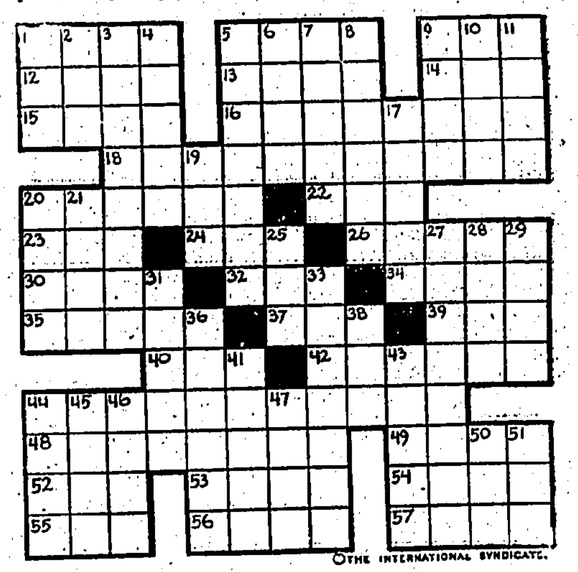
Delivered to Bowen Road and Lower Levels, $22.00 per ton.
Delivered to Kowloon, $20.00 per ton.

Orders should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compradore Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.
Head Office:—TIENTSIN.
DODWELL & CO., LTD., Agents, Hong Kong.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1–Pass smoothly along
5–Exclamation denoting grief
9–Abbreviation for oblique
12–River on which Florence is situated
13–Mammalia, including whales
14–Calm side
15–Challenge (slang)
16–Baseball player (pl.)
18–Waving motions
20–Throws upward
22–A measure of length
23–Prefix meaning upon
24–Spider's home
26–Leans
30–A holy season
32–Distress call
34–Detect
36–Ire
37–American Philological Association (abbr.)
39–A small deer of Europe
40–National Education Association (abbr.)

HORIZONTAL (Cont.)
42–Preserve from decay
44–In a dependent manner
48–Those who aid criminals
49–Associate Engraver of the Royal Academy (abbr.)
52–Nonsense (slang)
53–Playful name for little Abraham
54–1/16th of an ounce
55–Halves of ems
56–Look of malice
57–See unexpectedly

VERTICAL
1–Sorrowful
2–A square land measure (Metric System)
3–Stooping
4–Lower part of back (pl.)
5–Charges with guilt
6–Loyal
7–Perfume oil
8–Part of a circle
9–Prefix, pertaining to oil
10–Swiss city
11–Suffix meaning without
17–Animal skins
19–Moisture
20–Web-like membrane
21–Candid
25–Tippet
27–Toilet article for applying perfumery (pl.)
28–Implement
29–Stalk
31–Dogma
33–English poet
36–A schedule of rents
38–Amount (abbr.)
41–Sun-dried brick
43–Rollicking fellow
44–Venture
45–Very black
46–Sudden fits of slight passion
47–Pennsylvania city
50–Something of no value
51–Girl's name meaning beloved

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

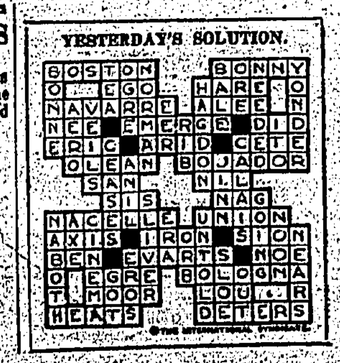
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Waterbeds)	297
Mainland.	**Feet.**
Taimoshan	3124
Kowloon Peak	1971

YESTERDAY'S SOLUTION.



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REDUCED PASSAGE RATES.

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LONDON .. .. £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

S.S. "VENEZIA" .....Sails on/or about 16th August.
M.V. "REMO" .....Sails on/or about 13th September.
M.V. "VIMINALE" .....Sails on/or about 11th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "ROMOLO" .....Sails on/or about 21st August.
S.S. "VENEZIA" .....Sails on/or about 18th September.
M.V. "REMO" .....Sails on/or about 16th October.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES,
£120, £112, £110, £102, £83, via San Francisco.
G$440, G$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARU ..... Tuesday, 21st August.
KOREA MARU (Calls Los Angeles) Tuesday, 4th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
ATSUTA MARU ..... Saturday, 11th August.
KASHMIR MARU ..... Saturday, 25th August.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ..... Wednesday, 22nd August.
TANGO MARU ..... Monday, 19th September.
BOMBAY via Singapore, Penang, & Colombo.
TAMBA MARU ..... Saturday, 11th August.
† TOTTORI MARU (omits Penang) . Monday, 27th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles. Mexico & Panama.
ANYO MARU ..... Saturday, 18th August.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ..... Thursday, 6th September.
NEW YORK and BOSTON via PANAMA.
† CALCUTTA MARU ..... Thursday, 16th August.
LIVERPOOL via Port Said, Geneva, Marseilles.
† DELAGOA MARU (Calls Glasgow) Friday, 17th August.
CALCUTTA via Singapore, Penang & Rangoon.
† MALACCA MARU ..... Thursday, 9th August.
† PENANG MARU ..... Sunday, 19th August.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ..... Friday, 17th August.
SHANGHAI, KOBE & YOKOHAMA.
† NAGATO MARU (Moji direct) ... Friday, 10th August.
† MATSUMOTO MARU ..... Sunday, 19th August.
† RANGOON MARU (Moji direct) .. Monday, 20th August.
FUSHIMI MARU ..... Monday, 20th August.

†Cargo only.

Subject to alteration without notice.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.
ATLAS MARU ..... Thursday, 9th August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town
MONTEVIDEO MARU ..... Friday, 10th August.
BOMBAY—Via Singapore & Colombo.
SUMATRA MARU (Calls at Penang) . Sunday, 19th August.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
MEXICO MARU ..... Wednesday, 29th August.
CALCUTTA—Via Singapore, Penang and Rangoon
KASADO MARU ..... Saturday, 25th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and Japan ports.
MELBOURNE—Via Manila, Brisbane & Sydney.
MADRAS MARU ..... Wednesday, 5th September.
BANGKOK—Via Saigon.
HAIPHONG—Via Hollow
MENADO MARU ..... Thursday, 16th August 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama
HAVRE MARU ..... Tuesday, 14th August.
JAPAN PORTS
ALASKA MARU ..... Friday, 10th August.
SOURABAYA MARU ..... Friday, 10th August.
TACOMA MARU ..... Wednesday, 15th August.
KEELUNG—Via SWATOW & AMOY
HOZAN MARU ..... Sunday, 12th August noon.
KISHU MARU ..... Sunday, 19th August Noon.
TAKAO—Via SWATOW & AMOY
DELI MARU ..... Thursday, 9th August noon.
TAKAO & KEELUNG
SOURABAYA MARU ..... Friday, 10th August.

For further particulars please apply to:—OSAKA SHOSEN KAISHA.
Tel. Central No. 4083, 4089, 4090. M. TAKEUCHI, Manager.

SHIPPING SECTION.

THE N.Y.K.

MANAGING DIRECTOR INTERVIEWED.

JAPANESE POSITION.

Southampton.—Sitting in the lounge of the Cunard liner "Berengaria," upon that vessel's arrival from the States, I had an interesting conversation with Mr. N. Ohtani, managing director of the Nippon Yusen Kaisha, wrote the Southampton correspondent of the "Journal of Commerce."

"Nobody from our head office has been sent out for a considerable time," said Mr. Ohtani, "so in view of the fact that there have been great world changes, I decided I would come and investigate the conditions obtaining in other countries, especially in the States. I was very interested to find that the United States has now found some fixed policy, and intends to have more ships, but I am not sure whether the move is good for the shipowning business generally, or whether it will result in the raising or lowering of freights. It will, however, be a long time before they have new ships, as time is bound to be occupied by the change from Government to private ownership.

"As far as shipping in Japan is concerned, we have too much tonnage except when the freight markets in America and Colombo are busy. In the winter months a large proportion of Japanese shipping is invariably laid up, although, of course, it is mainly cargo tonnage. As far as the ocean liners are concerned the conditions are normal the whole year round, and as far as the position in respect to them is concerned, it might be better or might be worse.

"On the whole, I think we have returned to normality, however, for we have been very little hit by the troubles in China. There is no doubt that the civil war in that country affected the position to a certain extent, but then China is a funny country, for even if you have a war in one place, it does not affect the trade from other parts of the country. It is true to say, therefore, that even if a war is proceeding in China, our freights are not totally disorganised. When a war is centered round about Shanghai, we do not get much cargo, but we find that as soon as the armies leave the district trade soon begins to boon again."

BUILDING PROGRAMME.

Questioned with regard to the building programme at present being undertaken by the N.Y.K., Mr. Ohtani said: "We have a big programme in hand at the present time. This includes three new motorships for the San Francisco-Japan service, all of which will have a tonnage of 16,500, and a speed of 19½ knots. These vessels are being built in Japan, and represent our replacement programme, but in addition we have three further motor vessels under construction for our Seattle line. These, when completed, will have a tonnage of between 11,000 and 12,000 tons apiece, and being intermediate vessels will carry both passengers and cargo. The speed of these ships will be 16 knots, and they, as well as those for the San Francisco service, will be ready for service in 1929 or 1930.

"We have also another vessel building for our South American service, which also touches San Francisco, and two more for our European service which links up with Marseilles and London. The last-named two will be of a greatly improved type, and will have a tonnage of 11,000 tons each. In order to equip our fleet with so many new ships, we will have to spend about 40 million dollars, or 800,000 sterling.

In reply to a question concerning the Japanese shipbuilder, Mr. Ohtani said:—"The standard of work turned out by Japanese shipyards is quite good, and our only trouble is in relation to the high cost of ship construction there. It is about 25 per cent. more than in England, but as there is a huge *outcry for home industry*, it is policy to place the orders with Japanese yards. The increased cost is accounted for by wages and the carriage of materials from abroad, together with Customs duties. The shipyard workers have an eight-hour day, and do not show much tendency to strike."

PROSPECTS OF MOTORSHIPS.

With regard to the prospects of the motorship on the Pacific, Mr. Ohtani said: "I think the prospects of motorships on the Pacific are exceptionally good, for the reason that we can get oil very cheap there. That has been a factor in the consideration of the respective methods of propulsion for our new vessels, which, as I have already said, are to be Diesel-engined. Although we have insufficient oil resources in Japan to meet the demand, we can secure all we require from American ports, namely, sufficient for our vessels to make the round voyage."

When I asked Mr. Ohtani whether he was contemplating placing any orders for new ships in Britain he smiled and said: "There are five contracts pending, but as far as British yards securing them is concerned the most I can say at the moment is I may place the order here, although that will depend entirely upon the result of my investigations."

Discussing the activities of the Nippon Yusan Kaisha last year, Mr. Ohtani said: 'We carried a total of about 200,000 passengers and approximately 4,000,000 tons of cargo. Our pre-war fleet of ships aggregated roughly 350,000 tons, but now with absorptions we have made and with the new tonnage on order, the aggregate will be 148, totalling 850,000 gross tons."

Mr. Ohtani, who is on his third visit to England, relinquished in 1923 the position of London manager to the Nippon Yusen Kaisha and he then became managing director. By the time he again reaches Japan after his world tour he will have travelled 25,000 miles, and, in addition to his study of the position in America, will have a first-hand knowledge of the situation in Britain and the Continent. He plans to spend two months in Europe, and his present plan is to return via the Siberian Railway, provided that he can depend upon the Manchurian situation. In America he visited twenty-three cities, and, in his own words, found the United States-Japanese relations in a healthy condition. "They could not possibly be better," he remarked, "for everywhere I went I had a wonderful reception and was made to feel at home."

Mr. Ohtani landed at Southampton without having made any definite arrangements for his stay in England, as he told me he preferred to suit his inclinations.

TANKER'S REPAIRS.

"SEMINOLE" READY FOR SEA.

The repairs to the oil tanker "Seminole," which ran aground on the Pluckington Bank in the Mersey in January, have been completed by Messrs. Cammell, Laird and Co., and the vessel has sailed for New Orleans. When the tanker was floated off the bank it was found that her hull had been so damaged that it was necessary practically to reconstruct 135 feet of her midships. She was taken into Cammell, Laird's basin at Tranmere, where her engines were lifted out, and work on the reconstruction of the hull was begun. The five middle tanks on the vessel had to be cut away and renewed, 900 tons of steel being required to replace the tanks and hull.

She was then taken into the wet basin again, where her engines, which had been overhauled, were replaced. The testing of her 47 oil compartments was carried out in less than a week. Of the four months she was in the shipbuilding company's yard nearly a month was lost through the strike, first of boilermakers employed on the work, and later of the "hotting" lads.

SHIPBUILDING ORDERS.

It is announced that Sir W. G. Armstrong, Whitworth and Co., Ltd., have booked the following contracts:—A twin-screw steamer with triple-expansion propelling machinery, for the Corporation of Trinity House, London; a 10,300-ton oil tanker, with Diesel propelling machinery, for Messrs. John I. Jacobs and Co., Ltd., of London; a 11,000-ton oil tanker, with Diesel machinery, for Aktienbolaget Olson and Wright, of Stockholm. The two latter vessels will bring the total tanker tonnage constructed by the company to nearly a million tons deadweight.

The firm has also secured a contract for 25 superheated locomotive boilers and six boiler shells from the Buenos Aires and Pacific Railway Co. for delivery within six months.

Messrs. Swan, Hunter & Wigham Richardson's Neptune Shipyard has secured an order for two vessels for foreign owners, one being a passenger ship of moderate size.

The Finnish Steamship Company has just placed orders to the extent of about 3½ million kroner with Danish shipyards. From the Elsinore Shipyard the company has ordered two cargo boats, each of 2,600 tons, and from the Burmeister and Wain yard a new passenger steamer, a sister ship to the "Welland," of 2,000 tons.

FINNISH SHIPPING.

PLANS FOR SOME NEW LINES.

PRE-WAR SCHEMES.

Already before the war, plans were on foot for the creation of a Finnish-North America Line, and now, according to reports from Helsingfors, there seems to be a good prospect of their realisation. The history of the matter is interesting. Before the war the well-known Finnish shipowner, W. Snellman, managed to secure from some of his fellow-countrymen in North America, and in what was then known as St. Petersburg, considerable sums of money and promises of an adequate quantity of cargo in both directions. The majority of the share capital was held in Finland. It was proposed to run four steamers on a regular service between St. Petersburg, Helsingfors and New York. The company had already been promoted when the death of Stillman, and the almost immediately ensuing outbreaking of the war, brought the plans to an abrupt termination. The one steamer then in possession of the company was seized in St. Petersburg.

Now the plan is being revived, and, according to report, a personage with very strong banking backing is at the head of affairs. There is no doubt that the recently created Finnish Shipping Loan Fund—which, for the time being, however, is still on paper—has given an undoubted impetus to the founding of new shipping companies. Furthermore, there is every prospect that within a very brief period the Government will be granting State assistance for extra-European lines. The Chief Registrar of the Government Shipping Department has, indeed, been requested to work out a scheme to form the basis of a bill for granting State support for new shipping lines.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Kidderpore" left Shanghai for this port on August 7 at 4 p.m. with the Mails, and is due here on August 11 at about 6 a.m.

The Ben Line s.s. "Benledi" from Middlesbro', London, Straits and Philippines is due to arrive here on August 14.

The C.P.S. R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai on August 2, and is due here on August 20.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 7, and is due here on or about August 22.

The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here on or about August 31.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Benalder" are reminded to take delivery of their goods which will be subject to rent after August 10.

Consignees of Cargo ex s.s. "Khartoum" are reminded to take delivery of their goods which will be subject to rent after August 13.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.

TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong Leave	S'hai Leave	Kobe Leave	Y'hama Leave	V'ver Arrive
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPRESS OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPRESS OF FRANCE	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
EMPRESS OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 16
EMPRESS OF ASIA	Mar. 13	Mar. 16	Mar. 19	Mar. 21	Mar. 30

(E/Asia and E/Russia call at Nagasaki the day after departure from S'hai)

Special Round-Trip Summer Fares.

From Hong Kong to NAGASAKI ..... H.K.$165.00
" " " " KOBE ..... H.K.$210.00
" " " " YOKOHAMA ..... H.K.$235.00

Tickets sold at above Rates will be valid for Return Passages up to 3 Months from Date of Issue. Final Limit of Sale 21st SEPTEMBER, 1928.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Aug. 21	Aug. 23	EMPRESS OF RUSSIA	Aug. 24	Aug. 26
Sept. 4	Sept. 6	EMPRESS OF ASIA	Sept. 7	Sept. 9

CANADIAN PACIFIC EXPRESS.

TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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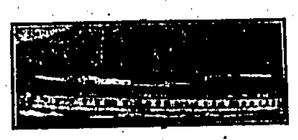
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE



When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only $40.

Phone: Central 893.

AUGUST SAILINGS.
DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"
[1,068 tons—Capt. O. B. Wilks.]
AUGUST.
SUN. 12th WED. 22nd
FRI. 17th MON. 27th

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]
AUGUST.
FRI. 10th SUN. 26th
WED. 15th FRI. 31st
MON. 20th

For information apply to—
KWONG WING Co., Ltd.
87, Connaught Road West.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

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AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF PEKIN" .....Havre, London, Rotterdam & Hamburg .....24th Aug.
S.S. "CITY OF HALIFAX" ..London, Rotterdam & Hamburg ..... 2nd Sept.

BOSTON, NEW YORK & BALTIMORE ....AMERICAN & MANCHURIAN LINE
S.S. "CITY OF LINCOLN" ..... via Suez Canal ..... 5th Oct.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & HAVANA ..... AMERICAN & ORIENTAL LINE
S.S. "MYRTLEBANK" ..... via Suez Canal ..... 2nd Sept.

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ..... 14th August
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—
Telephone .....Central 4791. THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
†KIDDERPORE	5,334	12th Aug. Daylight	Straits, Bombay & Karachi.
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	16th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	29th Sept.	M'lles, L'don, A'werp & Hull.

†Cargo only. * Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKLIWA	7,936	14th Aug.	Singapore, Penang & Calcutta.
TILAWA	10,006	10th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	29th Sept.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st	Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	28th	Sept.	
ARAFURA	6,000	2nd	Nov.	
TANDA	6,956	30th	Nov.	
ST. ALBANS	4,500	28th	Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*WARFIELD	6,066	12th	Aug.	S'hai, Moji & Kobe.
TILAWA	10,006	17th	Aug.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,088	17th	Aug.	Shanghai.
*NAGPORE	5,283	30th	Aug.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st	Aug.	S'hai, Moji, Kobe & Yokohama.
GAMBODA	5,307	1st	Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th	Sept.	Moji, Kobe, Osaka & Yokohama.
TALAMBA	8,018	5th	Sept.	Amoy, Moji, Kobe, Y'hama & Osaka.
*MIRZAPORE	6,715	5th	Sept.	S'hai, Moji & Kobe.
MOREA	10,953	14th	Sept.	S'hai, Moji, Kobe & Yokohama.
TALMA	10,000	20th	Sept.	Amoy, Moji, Kobe & Osaka.
LAHORE	5,252	24th	Sept.	S'hai, Moji, Kobe & Yokohama.
KHIVA	9,135	28th	Sept.	S'hai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passages Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

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"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "LYCAON"	Via Suez Canal	24th Aug.
S.S. "PHEMIUS"	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton; JARDINE, MATHESON & CO., LTD., Canton.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "KIDDERPORE"

carrying His Majesty's Mails will be despatched from this port on or about Sunday, the 12th August, 1928, at daylight taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 9th August, 1928.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From EUROPE.

THE Steamship "CITY OF KHARTOUM"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th August, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 20th August, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD., General Agents.

Hong Kong, 8th August, 1928.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

THE Steamship "BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 24th inst. or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst., at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 3rd August, 1928.

TO ORDER SHIPS.

A SHIPOWNER'S LAMENT.

Speaking at the launch at Messrs. Sir James Laing and Sons shipyard, Sunderland, of the cargo steamer "Thistlewood," which has been built for the Albyn Line, Limited, Lord Joicey (chairman) stated that as a shipowner he did not think there was any inducement at present to order ships. "The cost of ships compared to what it was before the war is much higher," he said. "Freights are miserably low at the present time, and they are certainly so bad that there is really no inducement for anyone to take their money out of safe investments and put it into ships. Unless a ship pays at least 10 per cent.—I calculate 5 per cent. depreciation and 5 per cent. for your money—you had far better leave your money in Government stocks, because unless you get at least 10 per cent, I scarcely think it is worth while running the risk.

"Another thing with regard to tramp steamers is that we find all the great liners now endeavouring to pick up traffic wherever it is to be found. They are extending their business into many ports where they were not accustomed to trade before, and we find the market for tramps is becoming smaller every year."

Lord Joicey's Hopes.

Lord Joicey hopes, however, that the great shipping industry of Britain will be able soon to regain its former position, and continue to do splendid work for the country and the Empire. That would not be done, he said, without great effort, but with builders, owners and sailors, and all men associated with ships putting forth every effort he hoped it would not be long before they would prove again that there was nobody able to compete successfully with the Britisher.

It was heartbreaking to him, he continued, as it must be to all employers, to find that they could not give employment to their men, many of whom had been working all their lives for them. To some of them it might seem a mere nothing to close a pit, and many of those vigorous talkers who never gave anything to the men they represented but talk, talk, ignored the people like himself and other employers who strained their utmost to employ thousands of men, keeping thousands of families in comfort to a certain extent. "I will say," he added, "that although I don't approve of what Mr. Winston Churchill always says, I will say that I was very glad to see that, speaking in Newcastle recently, he said he looked upon those men at the head of great concerns, employing thousands of men, as amongst the very best citizens of the country. Coming from a man in his position, I was glad to see it, and I hope his words will be taken to heart by many of those people who talk about our great industries, but who, so far as their own experience goes, have not employed anybody but a housemaid."

PASSENGER LISTS.

ARRIVALS.

Passengers arrived by the s.s. "Tanda" from Australia via ports on August 8 were:—

Mrs. J. Way, Miss C. H. H. Merry, Mr. and Mrs. J. B. Merry, Miss N. M. Cain, Mr. and Mrs. W. J. Tall, Mrs. F. Tall, Mr. L. Forsyth, Mr. C. E. Greaves, Mr. W. McKinnon, Capt. and Mrs. Bose, Mr. J. Dahl, Mr. G. H. Rouse, Mr. B. L. Rumney, Mrs. Ellis, Miss Ellis, Mr. W. Bredensohn, Mr. A. E. Gujulia, Mr. E. S. Pavlenko, Mr. H. Huttner, Mr. C. Czalkowaski, Mr. K. Hopp, Mr. R. Bayer, Mr. R. Heike, Mr. B. Schweitzer, Mr. A. Lamkosz, Mr. K. Ultzner, Mr. J. Allen Hofmann.

DEPARTURES.

Passengers departed by the "Empress of Canada" on August 8 were:—

Miss R. Ashworth, Mr. A. G. Botelho, Mr. N. Brandl, Mr. and Mrs. E. M. Bachrach, Mr. L. S. Cumming, Mr. L. R. Cochran, Miss E. L. Drummond, Capt. J. E. Dryedale, Mr. and Mrs. H. L. Davis, Mr. N. B. Davis, Sister Marie de l'Ephiphanie, Mr. and Mrs. J. H. Ezekiel, Mr. J. Ernes, Mr. and Mrs. H. R. Eveleigh, Miss N. E. Elliott, Mr. W. H. Edley, Mr. J. H. Foley, Mr. W. C. Gomersall, Miss B. Gomersall, Miss E. G. Ginagrich, Miss W. I. Griffin, Miss J. G. Gray, Hon. Mr. I. Gabaldon, Mr. G. Gutierrez, Mr. and Mrs. W. P. Hacker, Mr. J. A. L. Hyde, Capt. C. L. Halversen, Mr. M. Hamid, Mr. G. M. Higgins, Miss E. Husing, Mr. F. W. S. Hawtayne, Mr. A. A. Hauser, Mr. and Mrs. J. S. Johnson, Mr. F. E. Jordon, Mrs. G. A. Johansson, Miss E. Johansson, Sister Marie de Jesus, Mr. and Mrs. F. Kelly, Mr. A. R. Knipp, Mr. G. Kobayashi, Mr. and Mrs. C. Kittredge, Capt. G. H. S. Kellie, Mr. and Mrs. C. W. Knudson, Mr. Kelata, Miss S. M. Leitao, Miss Z. Lemley, Mr. and Mrs. W. O. Lambert, Miss M. Lambert, Mr. C. de F. A. Lais, Mr. and Mrs. W. P. Lioni, Mr. D. J. E. Lioni, Mr. C. de Mayde, Mr. and Mrs. H. McCallum, Miss M. Moodie, Mr. and Mrs. S. Nishimoto, Mr. S. M. Nassar, Mr. F. T. Orr, Father J. Ochoa, Mrs. Y. Ohara, Miss M. K. Ohara, Miss B. M. Pope, Father A. Pena, Father A. Quintanilla, Miss P. Place, Mr. H. W. Ray, Mr. G. R. Razavet, Mr. R. R. Boxburgh, Miss C. Rodger, Miss L. M. Reaser, Mrs. G. Roth, Capt. J. R. Reynolds, Mr. and Mrs. R. Sutherland, Mr. and Mrs. T. J. Stafford, Miss M. Thompson, Mr. C. E. Terry, Mr. E. P. Williams, Mr. L. Yates.

The English-Speaking Union is to send five American university students to Great Britain this summer to study English home life, says Reuter's Chicago correspondent. They are Gilbert Osgood, Chicago, Princeton University; Charles D. McWilliams, jun., Dwight, Ill., Princeton University; William Middlesworth, Shelbyville, Ill., University of Illinois; Samuel V. Chapman, Baltimore, Johns Hopkins University; and W. Hall Harris, Baltimore, Yale University. The youths will spend most of their time in London, Stratford, and Oxford. Viscountess Astor and Sir Arthur Conan Doyle are among those who will entertain the Americans.

THE DOLLAR STEAMSHIP LINE

and

THE AMERICAN MAIL LINE

Announce Specical Round-Trip Summer Excursion Fares.

Effective immediately the following specially reduced Round-Trip fares are available for the liners of these companies.

From Hong Kong to Kobe and Return.....H.K. $210.00

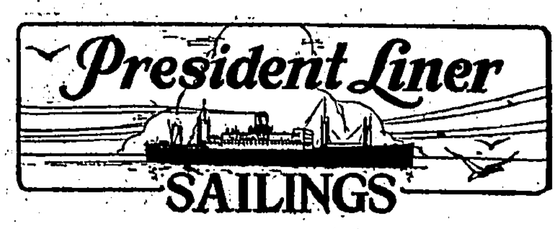
From Hong Kong to Yokohama and Return ...H.K. $235.00

Tickets sold at above rates will be valid for return passage up to three months from date of issue. Final limit of sale, September 21st 1928.

For further information and reservations apply to

AMERICAN MAIL LINE & DOLLAR STEAMSHIP LINE.

Hong Kong Shanghai Bank Building (Ground Floor)
Telephones Central 2477, 2478 and 795.



SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Madison	Aug. 14th, at 8 a.m.
Pres. Jackson	Aug. 28th
Pres. McKinley	Sept. 11th
Pres. Grant	Sept. 25th.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Pierce	Aug. 21st
Pres. Taft	Sept. 4th
Pres. Jefferson	Sept. 18th
Pres. Lincoln	Oct. 2nd.

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Pres. Monroe	Aug. 26th 8 a.m.	Pres. Hayes	Oct. 7th 8 a.m.
Pres. Wilson	Sept. 9th 8 a.m.	Pres. Polk	Oct. 21st 8 a.m.

To Manila

Pres. Pierce	Aug. 14th 6 p.m.	Pres. McKinley	Sept. 1st 6 p.m.
Pres. Jackson	Aug. 18th 6 p.m.	Pres. Jefferson	Sept. 11th 6 p.m.
Pres. Taft	Aug. 28th 6 p.m.	Pres. Grant	Sept. 15th 6 p.m.

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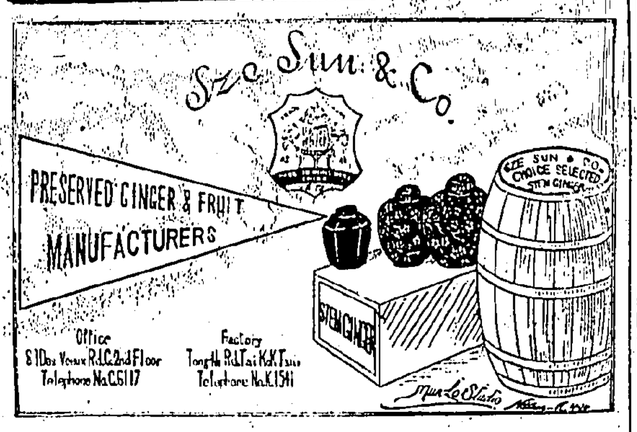

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DEATH.

BARKER.—At the Matilda Hospital on Thursday, 9th August, Winifred, daughter of the late William Barker of Saiwan. Aged 54 years. The funeral will pass the Monument at 5 p.m. this evening.

Hong Kong, Thursday, August 9, 1928.

ANOTHER "PATCH"?

In April last, when the settlement between the United States of America and the Nationalist Government on the question of the Nanking Rape was the main topic of conversation among those interested in matters affecting China, we expressed an opinion in these columns that Britain, after a Hankow Surrender, a Nanking Scuttle, a Kiukiang Surrender and almost a Tientsin Surrender, had apparently learned enough to fight shy of a Nanking Patch. Events to date, however, have proved us to be wrong, hopelessly wrong. Britain, according to the cable published yesterday announcing that a settlement was nearing completion, and according to Sir Austen Chamberlain's statement that he was prepared to accept terms similar to those offered to and accepted by the United States, far from fighting shy of a Nanking Patch is rushing into one. America was promised, in the terms of this precious agreement of April last, full compensation for all personal and other damage to the Consulate at Nanking and the American nationals who suffered; also an undertaking that there will be no similar violence or agitation against American lives or legitimate interests. And

The answer to this question is fully contained in the text of the American Note to Nanking published to-day. The Note draws attention to the failure of the Nationalist Government to fulfil its promises, made on several occasions, to evacuate all American property occupied by soldiers or others, and to prevent any further recurrence. Mr. MacMurray points out that only a portion of such properties has been evacuated and that even additional property has been seized. The United States Minister goes so far as to state that, in the matter of this confiscation of property, America appears to be treated as an enemy country warring with China, whereas its full protection is an elementary responsibility of the Chinese Government. He ends up by saying that the American Government is "painfully disappointed." And so would any government, led into such a false position, be painfully disappointed. Britain, if she accepts terms similar to those accepted by the United States, is going to be painfully disappointed.

The American Note, in our opinion, has been released at a most opportune moment. Its revelations regarding the seizure of property — *and the contemplated seizure of more property*—may help to stay the hand of whoever is negotiating on behalf of Britain with the Nationalists in Shanghai. Since O'Malley's disgraceful Hankow "Agreement" with Eugene Chen and the riff-raff primarily responsible for the Yangtsze outrages, there has been too much readiness on the part of our negotiators to put pen to pieces of paper which prove to be worthless. There have been too many of these diplomatic "flops," and it is hoped that something more definite than the already-repudiated terms that were offered to America will be secured from the Nationalists before Britain lends itself to *anything approaching* a settlement of the Nanking Rape. What is wanted from the Nationalist Government is a straight-forward promise that those who were responsible for the rape will be brought to account. We also want, through the ordinary diplomatic channels, a complete apology and reparations for those and the relatives of those who suffered. And, before there is any more signing of agreements, we want the fulfilment of the abovementioned promise and we want the reparations in hard cash. The Nationalists have shown the world that they are not to be trusted, so nothing less than the above, in our estimation,

Submarines.

The asphyxiation of the entire crew (comprising 3D of the Italian submarine F14) is a sad reminder that these vessels, very useful in war, are in peace time much more a source of continual danger to the brave men who man them than any other unit in the Fleet. From time to time one Navy or another has to face such a disaster as was recorded yesterday in our columns. Not so long ago a British submarine went down, and though she was subsequently located and brought to the surface every man on board had long since been dead. During manoeuvres last Autumn two Japanese submarines collided with Destroyers and went to the bottom to a depth that altogether precluded any possibility of saving the unlucky crew. More recently, if we remember aright, an American submarine was bowled over and, despite the most energetic efforts (as in the case of the Italian vessel) the attempt at rescue had to be abandoned and everyone aboard was lost. Such are among the actual tragedies of naval work. Those comparatively fragile vessels suddenly rise to the surface, only to find, much too frequently, that they are just in the way of some swift moving vessel. Collision, in such circumstances, is almost inevitable. The frequency of such tragedies seems fully to justify the demand that is occasionally made — but made, we believe on quite different grounds — for the entire abolition from all Navies of such craft as submarines. Such tragedies as those mentioned and the knowledge that similar disasters will surely recur seems to point to the fact that the demand is made on sound and, at least, on humane lives.

The local quarantine restrictions imposed against arrivals from Saigon on account of cholera have been removed.

A thief entered No. 1, Shanghai-street, Yaumati, early on Tuesday morning and stole jewellery and Central Bank notes to the value of $59.

According to a report made to the police yesterday, jewellery and clothing, valued at $348, were stolen from No. 22, Wing Wo-street.

Some time between 6 p.m., on Monday and 9 a.m., on Tuesday, a burglar entered Whitfield Barracks, Kowloon, and stole clothing valued at $53.50.

A reception will be held at the German Consul's residence, 115, the Peak, on Saturday from 11.45 a.m. in celebration of the anniversary of the German Constitution.

A Chinese woman was, yesterday, admitted to the Government Civil Hospital suffering from injuries received through falling from the verandah of a house on the Peak. Her condition is not considered serious.

Stoker Petty Officer Grey of H.M. Submarine L-2-0, lying in the Naval camber, reported to the police that some time between 8 a.m. on Tuesday and 2 p.m., yesterday, a thief stole from the ship a fire extinguisher worth £1. 15s.

At the Kowloon Magistracy, yesterday, Mr. W. Schofield imposed a fine of $10 on the principal tenant of No. 243 Laichikok-road for erecting and maintaining, without permission, a water closet at the house since June 23, 1927. An order was made for the removal of the structure within a week.

The death took place at the Matilda Hospital early this morning of Miss Winifred Barker, daughter of the late Mr. William Barker of Saiwan, aged 54 years. The family, which is well-known in the Colony, have lived for many years on the picturesque little island in Saiwan Bay known as "Barker's Island." The funeral will pass the Monument at 5 p.m., to-day.

Advance booking is now open at the Queen's Theatre for two special repeat performances to be given by Long Tack Sam and his company by general demand in the Queen's Theatre at 9.20 p.m. on Sunday and Monday next. Admission as before is at the popular prices of $3, $2 and $1, and seats may be reserved for the dress circle and orchestra stalls.

Seen climbing a water pipe to the first floor of a house in Reclamation-street, Yaumati, early yesterday morning, a suspected "cat" burglar was arrested by Sergeant Williamson after a long chase in which two police officers took part, each ignorant of the other's presence. The man was brought before Mr. W. Schofield at the Kowloon Magistracy yesterday, charged with returning from banishment after he had been sent away for a period of ten years in 1925. Sentence of nine months' hard labour

Whilst riding to Causeway Bay in a tramcar yesterday, a Chinese lost a gold tie pin set with jade, with three Chinese characters on it. The police have been informed.

A Chinese woman living at a local Chinese hotel reported to the police last night that a thief entered her room on the fourth floor and stole jewellery to the value of $4,000.

Jewellery and clothing, worth $88, were yesterday reported to the police to have been stolen from No. 104, Main-street, Aberdeen, on Tuesday afternoon. A missing foki is suspected.

The late Mr. Au Sing-hang, formerly compradore to Messrs. Deacon & Co., Ltd., Shameen, Canton, who died intestate at No. 4, Chuen Shin Ching-street, Canton, on or about Nov. 24, 1925, left estate in Hong Kong valued at $92,000. Letters of administration have been granted to the widow, Au Shee Shi, of 21, Old Bailey, 1st floor. In addition to the widow there are surviving the deceased's two concubines, seven sons and seven daughters.

Fok Chung-yuen, charged with alleged conspiracy with two other Chinese, now in jail, to defraud the banking department of the Wing On Co., Ltd., of $50,000 in 1923, was yesterday afternoon committed to the Criminal Sessions by Mr. R. E. Lindsell. Besides this case, the prisoner will also have to stand trial on separate charges of alleged forgery and fraud involving the sum of $110,000 the property of the Bank of Canton. Mr. H. G. Sheldon is defending in both cases.

Probate to the estate of the late Mr. Abdoola Bin Suffiad, formerly Clerk to the Chief Justice, who died at No. 16, Leighton Hill-road, on April 5, has been granted to the widow, Mrs. H. Suffiad, No. 16 Leighton Hill-road, to whom everything is bequeathed. The estate is value at $9,200. The will provides that in the event of Mrs. Suffiad's death the property is to go to two grandsons and a granddaughter, the children of testator's son, Mr. A. M. Suffiad, who predeceased him. Testator retired from the Government Service in 1925.

A further adjournment was agreed to by Major C. Willson, O.B.E., yesterday afternoon after more evidence had been heard in the case in which three firemen and a lift "boy," employed by the Fire Department, were charged with the alleged assault of a Chinese constable. The constable said that he went into a house in Sai-street to ascertain the reason for the blowing of a police whistle, and he was set upon by the defendants. Mr. M. K. Lo, for the defence, suggested that it was a row in a brothel, and questioned the complainant and other Chinese constables as to why they were so prompt at being on the scene when the whistle was blown.

CORRESPONDENCE.

THE OLYMPIAD.

(To the Editor of the "China Mail.")

Sir,—In your editorial of August Eighth on the subject of "The Olympiad" you make the statement that "to the American sportsmen, it would seem, success is even more important than the love of the sport and for what it stands." Do you mean to imply by this insinuation that the other nation's entered in the Olympic Games are indifferent to the success or failure of their efforts to win? Do you suppose for one moment that any nation enters the Olympic Games without the very definite intention of "winning" if it is within their power to do so? I certainly do not. Sport would not be sport without the desire for success.

Without the very definite purpose of giving and doing your very best i.e. making yourself superior through sheer skill or superior training, any sporting competition would lose its fundamental interest.

Another statement which you make reads, 'and as they have virtually a continent to draw from it is not surprising that they should be able to take the lead among the winners." What about Great Britain with entries from South Africa, Canada, Australia, India and the British Isles, the total number of points scored by the combined entries of the British Empire was only 108, one point more than Finland, and a rather poor second.

In criticising the sportsmanship of Americans you might at least be sporting in your attitude.

Yours, etc.,

"B. FAIR."

Hong Kong, August 9, 1928.

[Our correspondent, it seems to us, has put a construction upon certain phases in the article which

P'RAPS-P'RAPS NOT!

"Yes, my wife is a bit over-developed—but then, you know, I am frightfully nearsighted!"

* * *

No one knows the anguish a heartbroken woman suffers. That is, no one outside of hearing distance.

* * *

"Now, Johnny," said the mother of the young hostess to the little boy guest, "I want you to feel perfectly at home."

"H'm!" growled Johnny. "I don't want to feel at home. I want to have a good time."

* * *

She considered it her duty to correct Tommy very frequently. Sometimes she let acts pass, but even with that margin there still remained so many occasions for correction of Tommy that she was getting pretty tired of doing it.

"Tommy," she said wearily, "why do you scratch your head?"

"Because nobody else knows just where it itches!" said the little boy.

* * *

How his customer could have failed to see the sign bearing the words, "Beware of Fresh Paint," the grocer could not imagine. He hurried forward to placate the angry man.

"I'm very sorry indeed, sir!" he began. "But surely you noticed the warning?"

"I did," replied the victim, looking at the board dubiously; "but I've often seen similar things here announcing fresh eggs, butter, vegetables, and so on, only to be deceived, and I suspected this sign was nothing but another fable."

* * *

Young Husband: "Can you look me in the eye and call this object a pie?"

Young Wife: "Yes, I can."

Young Husband: "Well, one with your imagination ought to be writing instead of baking."

* * *

"So your father knows the exact moment he will die, does he, the exact year, month, and day?"

"Yassuh, he had ought to. The jedge tole him."

* * *

"What is your opinion of George Washington?"

"Most respectful," answered Senator Sorghum. "You can't deny the prestige of a man who has succeeded in placing his picture on everything from a two-cent stamp to a twenty-dollar bill."

* * *

From the hall where the salesmen's convention was being held came roar after roar of applause.

"What's all the noise about?" asked a policeman of a man who had just stepped out.

"They've been making speeches," replied the latter. "Somebody just introduced the man who sold Mussolini a book on how to acquire self-confidence."

* * *

Bobby had just finished a big day. It was his ninth birthday and among the gifts was a nice, new, crisp, 10/ note.

Uncle Fred., who was fond of his little joke, said: "Well, Bobby, I suppose you are going to buy a nice, new, shiny automobile with that money."

"No, sir! I am going to give it to dad so as to help him pay the next instalment on his!"

* * *

A city woman had been having trouble with her chickens and wrote to John Smith a poultryman, as follows:

"Dear Sir: Something is wrong with my chickens. Every morning I find two or three lying on the ground cold and stiff, with their feet in the air. Can you tell me what is the matter?"

Whereupon Mr. Smith answered:

"Dear Madam: Your chickens are dead."

* * *

A certain workman was absent from work one Monday, and as the firm was very buy he was at a loss for a time for an excuse.

However, a bright idea struck him as he went to work on Tuesday morning.

His foreman met him with an angry scowl, and asked him the reason for his absence.

"It's like this, boss," he replied. "I've got a tear-off calendar by my bed. On Sunday night I forgot to tear a leaf off, and when I woke on Monday morning I was a bit drowsy, and when I looked at the calendar it said 'Sunday' on it, and I went off to sleep again. Awfully sorry."

* * *

"Why did you drop Shakespeare in modern garb?"

"Too many people threatened to sue me for stealing their plots."

* * *

"Speaking of malapropisms," writes M.G., "I heard recently of a coloured brother asking when his deceased neighbour was going to be 'interned.' 'She ain't goin' to be interned,' was the answer, 'de family done decided to have her

THE "DAVID C. REED."

DETAILS OF FIGHT ON SHIP.

ORDER RESTORED.

Further particulars of the affair on board the American oil tanker "David C. Reed" have come to light, and it is alleged that the trouble was caused by the crew who were apparently maddened by whisky and samshu.

The trouble started on the bridge whilst the ship was alongside the A.P.C. wharf at North Point on Tuesday afternoon. For no apparent reason three men set upon Captain Krishjan, master of the ship, who is a man of big proportions, standing six feet two inches, and well able to look after himself in just such a situation.

By weight of numbers, he was forced into his cabin, but not before he had left the mark of battle on the faces of his assailants.

The toughest part of the fight took place after the Captain had entered his cabin, and he had to fire two shots from his revolver to keep his assailants at bay.

A Bottle of Whisky.

It appeared that soon after the ship was berthed, the Captain and the mate went ashore to carry out the usual routine business at the Harbour Office, leaving the third mate in charge. One of the crew also went ashore and returned with a bottle of whisky which was soon consumed. As the crew had not yet received their pay, they did not have money to get more whisky, so they secured a supply of samshu from sampans in the vicinity, signing chits for the liquor.

The result was that when Captain Krishjan returned to the ship in the afternoon, he found his crew in a hopeless condition. He proceeded to his quarters; and a little later three of the crew followed him there and demanded money to go ashore to "have a good time." The Captain replied that as he had not yet received authorisation from the owners of the vessel, which had been cabled for, he could not get any money here to pay the crew.

Driven to Cabin.

The men were not satisfied with the explanation and proceeded to set upon the master who was hit in the mouth and nose. He retaliated and all three of his attackers suffered damage in consequence. The number of his attackers told, however, and the Captain, gradually retired to his cabin where he seized hold of his revolver and threatened to shoot any man who dared to enter.

In the meantime more members of the crew joined in the attack, and one of the men entered the cabin and seized the Captain by the throat. A grim fight took place in the course of which the Captain fired one shot on the floor of the cabin to scare off the other men outside the cabin. Both this shot and another also fired on the floor had no effect, but just when things looked ugly for him, the Captain managed to struggle free and ran off the ship.

Police Called.

He made his way to the Bay View Police Station to report the affair. On the way he was caught up by a Filipino steward who reported that the men were trying to blow up the ship by throwing lighted matches and cigarette ends in and around the oil tanks.

At the Bay View Police Station the Captain telephoned to the American Consulate, and Mr. Jester of the Consulate communicated with the police. The Water Police despatched a police launch to the "David C. Reed," whilst the C.S.P., took down an emergency squad from Police Headquarters.

Armed Guard.

The crew calmed down on the arrival of the police who had no difficulty in assuming control of the ship. Two men who were slightly wounded in the affray were taken to the Government Civil Hospital, whilst two others who were alleged to have started the trouble were arrested.

In order to ensure safety of the ship an armed guard was left on board the ship, and no member of the crew was allowed ashore.

The "David C. Reed" has since left the A.P.C., wharf and is now anchored at Kowloon Bay.

The third of the three men who originally attacked the Captain was injured about the head by fragments of broken glass when he fell against a bookcase in the course of the fight in the Captain's cabin. His wounds were dressed in hospital and later he was detained by the police.

Only the Captain and two mates of the "David C. Reed" are Americans. The crew of 38 is composed of Germans, Norwegians, Scandinavians, Russians and other nationalities.

The ship which is under charter by the A.P.C., arrived on Tuesday morning with a cargo of crude oil from San Pedro. Her original port of departure was Mobile, Alabama.

WALKED OFF.

EMBEZZLEMENT EPIDEMIC REPORTED.

LOCAL CHINESE.

No fewer than three cases of alleged embezzlement by fokis of local Chinese firms have been reported to the police.

The first complainant is Cheng Wing-tong, master of the Ying Ming Mirror shop of No. 4, d'Aguilar-street, who alleged that on various dates between August 4 and 8, the accountant of the firm named Chan Kuen, alias Chan Yuk-tong, absconded with $80 which he had collected from various customers.

In the second instance, Man Kam-fat, a cattle dealer of No. 84, Temple-street, Yaumati, alleged that a foki named Chan Tang-yan (33), had absconded with $780 which the complainant entrusted to him to pay to the Chat Shing shop.

Lai Hin-man, proprietor of the Kowloon Hotel, residing at No. 8, Wood-road, Wanchai, was the victim in the other embezzlement case. In a report to the police yesterday he stated that his rent collector named Lai Chak alias Lai Sai-kin (36), collected from the tenants of a number of houses owned by the complainant, rent amounting to $567.50 and absconded with the money.

GUARDIANSHIP.

GIRL MARRIED AT AGE OF SIX.

COURT PROCEEDINGS.

At the Kowloon Magistracy yesterday, Mr. W. Schofield heard an interesting case in which the question of the guardianship of a young Chinese girl, married at the age of six, whose husband was absent from the Colony, was argued at length by Mr. Hin-shing Lo who defended three Chinese women charged with harbouring the girl in question, who is now 17 years of age.

Although at the outset Mr. Lo made the startling assertion that the girl had been married for the past 11 years, Mr. Lo, for the sake of argument allowed the presumption that the girl was unmarried, and arguing on these lines submitted that the nearest relative on her mother's side would have the custody of the girl. Alternately, Counsel argued that the girl having reached a marriageable age, she had assumed a free existence.

"Illegal and Irregular."

However, Counsel stressed that that was not the point at issue. What he wanted to establish was that the girl was a married woman, and as such the complainant in the case (the girl's father-in-law) could not possibly be her legal guardian. Therefore the charge against his client was illegal and irregular and Counsel asked for their discharge.

There followed lengthy argument between Counsel and Mr. E. H. Williams of the Secretariat for Chinese Affairs as to what constituted a marriage according to Chinese custom, and Mr. Lo contended according to these customs, the father-in-law had no more control over the girl than he had over the moon. The girl having reached the age of puberty, she automatically assumed an independent existence until her husband's return to the Colony.

A Query.

Mr. Williams asked his Worship what would happen if he decided in favour of Mr. Lo. Who was going to have custody of girls whose husbands were abroad if they were not in the charge of their fathers-in-law?

His Worship remarked that the Chinese Marriage Preservation Ordinance was the one to go by.

Mr. Lo again contended that on reaching puberty the girl assumed an independent life and was under the control of only one person and that was her husband.

Mr. Williams said that in the present case they had to combine English and Chinese Law. He argued that a girl under the age of 21 passed, on marriage, from the control of her own parents to the control of her parents-in-law.

After much more argument, his Worship remarked that it was quite a novel instance that the girl should have been described as unmarried on the charge sheet. In view of Mr. Lo's proof that she was married, the charges against the defendants, as they stood were bad and must be dismissed.

Defendants were accordingly discharged.

S. RHODESIA.

NEW GOVERNOR APPOINTED.

London, Yesterday.

H. M. the King has approved of the appointment of Sir Cecil Hunter Rodwell to be Governor of Southern Rhodesia in succession to Lieutenant-Colonel Sir John Chancellor, whose term of office expires on September 30.—British Wireless Service.

CECILIA HANSEN.

FAMOUS VIOLINIST TO PERFORM HERE.

END OF AUGUST.

Miss Cecilia Hansen the world's greatest woman violinist is expected to arrive in Hong Kong for a season at the end of August. Recent advices from England indicate that Miss Hansen was hailed as the sensation of the May concert season there. She played the Goldmark concerto so that it sounded better than itself, presented Bach, Vitali and Handel with all the nobility, breadth and technical command that they require.

According to an interview granted to the London musical correspondent of "Musical America," Miss Hansen says of her forthcoming Oriental tour "I am eagerly anticipating all the new sights and impressions." The only part I don't look forward to quite as eagerly, is the idea of playing five consecutive nights—which I shall have to do throughout Japan. I shall have twenty-five appearances a month there. That is quite the usual thing, it seems. Because the Opera House in Tokyo, where concerts are also given, is in use for operatic performances twenty-five nights a month, and the visiting artist who wants to play in the city at all, must make a hasty grasp after what vacant nights he can get.

"Healthy Violins."

Because of the excessive heat of the countries she is to visit, Miss Hansen brings several "healthy violins" with her. After touring the musical centres of China, Japan, The Phillippines and Java, Miss Hansen, who is accompanied by her husband-accompanist Mr. Boris Zahkaroff, returns to America for an extended season there in 1929.

The forthcoming appearance here of the first really great woman violinist to tour the Far East, will, it is anticipated, attract large numbers of the fair sex to Miss Hansen's concerts, as she is one of the best examples of the manner in which women have come to the fore in recent years in all walks of life and, besides this, is one of the very few really great sovereigns of her instrument.

5 HOUSES ENTERED.

BURGLARIES IN VENTRIS-ROAD.

DRAIN PIPE THIEVES.

During the early hours of yesterday morning no fewer than five houses occupied by Government servants in Ventris-road were entered by burglars, who managed to carry out their coup and escape without being detected.

In each case, however, the haul of booty was poor. Footprints found on the verandahs of most of the houses showed that entrance was effected by the burglars climbing up drain pipes.

The victims of the burglaries were Mr. Ewing, of the Water Works, Mr. Hamer, of the P.W.D., Mr. McKay, of the Harbour Department, and two others whose names have not been ascertained. Mr. Ewing suffered the heaviest losing trinkets and money valued at $250.

'JERVIS BAY' AFFAIR.

NO ACTION TO BE TAKEN BY BOARD OF TRADE.

In the House of Commons on July 19, replying to questions, Sir Philip Cunliffe-Lister stated that the Board of Trade had now received the depositions of the Master and Chief Officer of the "Jervis Bay" and other witnesses, and the reports published in the local Press of the proceedings in the Courts of Colombo.

These documents added nothing material to the information already published in the Press, and he was satisfied that the case did not call for any action by the Board of Trade.

BRIBERY CASES.

COL. WEDGWOOD'S QUERY IN PARLIAMENT.

In the House of Commons, on July 16, replying to Colonel Josiah Wedgwood (Labour), Earl Winterton said that Lord Birkenhead had no official information in regard to the facts of the Rangoon bribery cases, but the matter was within the competence of the local authorities and he had no reason to doubt that it would be suitably dealt with.

It is proposed to create a Faculty of Ayurvedic Medicine and Surgery at the Benares University. Sanction has been accorded by the United Provinces Government and arrangements are being made to admit candidates. The period of study will cover six years.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Sadie Thompson."

To-day — Star Theatre; "Fingerprints."

To-day—World Theatre; "Don Q."

Aug. 12-13—Queen's Theatre; "The Count of Ten." (At 9.15 Long Tack Sam).

Aug. 14-15—Queen's Theatre; "Paid to Love."

Aug. 16-17—Queen's Theatre; "13 Washington Square."

Aug. 12-13 — World Theatre; "Let It Rain."

Aug. 14-15 — World Theatre; "Love 'em and Leave 'em."

Aug. 15-16 — World Theatre; "The Potters."

Aug. 12-13—Star Theatre; "Upstage."

Aug. 12-13—Special Repeat performance of Long Tack Sam and his wonders workers at Queen's Theatre, 9.20 p.m.

Aug. 16-18—Star Theatre; "God Gave Me Twenty Cents."

Aug. 17—Second Band Concert at H.K.V.D.C. Headquarters.

Lammerts' Auction.

August 14—Miscellaneous goods at Godown No. 18, H.K. Kowloon whf. godown, Kowloon, 10.30 a.m.

Land Sale.

August 13—At P.W.D. Offices, Crown land at Mong Kok Tsui, 3 p.m.

Sport.

Aug. 24—H.K.V.D.C.'s swimming gala at V.R.C. Bath, 9 p.m.

Miscellaneous.

August 29—Second Moonlight picnic of St. Peter's Y. M. Club.

CINEMA NOTES.

A SEQUEL TO "THE MARK OF ZORRO."

Douglas Fairbanks arrives at the World Theatre to-day in Don Q, the Son of Zorro, a sequel to "The Mark of Zorro," which will be screened until Saturday. Doug appears in a dual role, first as Zorro the father, and later as Don Q, the son. A clever touch introduces a flashback to the climax of "The Mark of Zorro" where Zorro hurled his sword into the wall saying "Stay there until I need you again." "Now, thirty years later, he takes it down, saying, "I need you now," and, journeying to Spain, arrives just as his son is hard pressed by a dozen foes armed with swords, and helps to defeat them. The scene where both characters portrayed by Fairbanks are shown fighting side by side is one of the most thrilling incidents in the picture. Fairbanks himself has the bulk of the action, but has the able assistance of Mary Astor, around whom an appealing romance is woven. Jean Hersholt, Donald Crisp and many others also have important parts to play.

A "THRILLER" AT STAR.

"Finger Prints," the main picture at the Star Theatre from today to Saturday was adapted from the novel of that name by Arthur Somers Roche. The story deals with a band of criminals who have stolen $5,000,000 from a bank. The leaders of the gang are arrested and convicted, but the money remains unrecovered. The one man who knows the hiding place is in prison, and it is upon him that a wily woman detective, played by Louize Fazenda, operates in order to get the information. Clues obtained lead to a lonely country house where many exciting and not a few amusing incidents take place before the mystery of the missing money is solved. John T. Murray and Helene Costello are also featured players receiving excellent support from Myrna Loy, Ed Kennedy and many others.

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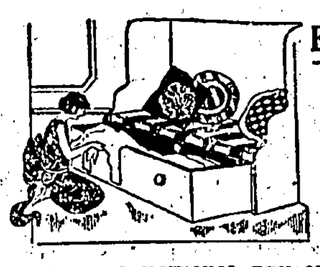

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COMMERCE TREATY.

TEXT OF JAPAN'S NOTE TO CHINA.

AGAINST ABROGATION.

Nanking, Yesterday.

The Japanese Consul here has handed to Dr. C. T. Wang (Nationalist Foreign Minister) the reply of Japan to China's Note in connection with the Commercial Treaty.—Reuter.

Peking, Yesterday.

The Note of the Japanese Minister to China (Mr. Yoshizawa) reads as follows:—

The Japanese Minister has the honour to acknowledge the receipt of the Note of the Minister of Foreign Affairs, under date of July 19, informing him that the Treaty of Commerce and Navigation of 1896, and the notes annexed thereto, as well as the Supplementary Treaty of 1903 and its annexes, expired on July 20 of this year, and that accordingly he is proposing the conclusion of a new Treaty.

ADMITS NO DOUBT.

It is also stated that the Nationalist Government have declared their intention to act, pending the conclusion of a new Treaty, in accordance with the provisional regulations promulgated by them.

In reply, the Japanese Minister has the honour to quote, under instructions from his Government, Article 26 of the Treaty (which states that unless a new Treaty is negotiated within six months of each ten-year term, the Treaty shall remain in force for another ten years) and goes on to say:—There is no stipulation for the abrogation or expiry of the treaty.

It is natural, therefore, that the Treaty can neither be abrogated nor terminated without special mutual consent and agreement between both parties. Further, it is expressly stipulated in the provisions of the same Article that if the negotiations for revision are not completed in six months, the Treaty on tariffs shall remain in force for a further ten years—this admits of no doubt that the Treaty on tariffs remains in force.

VIEW NOT SHARED.

The Japanese Government having consistently held the above view, have made it clearly known to the Waichiaopu of the Peking Government in reply to that Ministry's proposal for the revision of the Treaty, and never failed to remind the Chinese authorities of it on several subsequent occasions.

The Treaties and their accompanying documents being still in force, the Japanese Government deem it impossible to share in the view of the Nationalist Government that the expiration of the term for treaty negotiation coincides with the expiration of those Treaties.

The Nationalist Government maintain their right to rule during the interim period before the conclusion of a new Treaty with so-called provisional regulations, which have been unilaterally drawn up by them, bringing into practice the termination of Treaties still in force.

INFRINGEMENT.

It is on the part of the Nationalist Government not only an infringement of the terms of the Treaty, which is inadmissible in the light both of the Treaty and its interpretation and of international usage, but also an outrageous act, disregarding the good faith between nations, in which the Japanese Government finds itself absolutely unable to acquiesce.

As for the revision of treaties, however, the Japanese Government have demonstrated sincerity and are ready to negotiate with the Nationalist Government, in view of the national aspirations of the Chinese people, and also the close relationship in every respect between the two countries.

This attitude of Japan has been clearly evidenced by the fact that, in informal negotiations for treaty revision with Peking, the Japanese Government endeavoured to facilitate the revision by consenting several times to the extension of the term for negotiation, even after the expiration of the original six months. In this connection it must be pointed out that revision unfortunately was not effected, chiefly because of the political unrest in China.

THE ALTERNATIVE.

If the Nationalist Government, having regard to international fidelity as well as neighbourly friendship, recognise the validity of the existing treaties by withdrawing their declaration to enforce provisional regulations, the Japanese Government is ready gladly to agree to the proposal of the Nationalist Government for treaty revision, and will not hesitate to effect such a revision as may be considered appropriate.

If, however, the Nationalist Government stick to their attitude and insist upon the expiration of existing treaties, the Japanese Government cannot see their way open to negotiation for a new treaty. [illegible] Government should persistently attempt to enforce their provisional regulations unilaterally, the Japanese Government declare, hereby, that they may be obliged to take such measures as they deem suitable for the safeguarding of their rights and interests assured by the treaties.—Reuter.

JAPAN ANXIOUS.

WISHES MANCHURIA TO BE INDEPENDENT.

RETENTION OF STATUS QUO.

Tokyo, Yesterday.

Official sources intimate that Baron Hayashi's visit to General Chang Hsueh-liang of Manchuria is for the purpose of explaining the Premier's (Baron Tanaka's) views on the China situation. It is understood he will repeat the advice to Manchuria that there must be no compromise with the Nationalists.

The Japanese authorities are frankly perturbed at the possibilities if Manchuria comes under the Nationalist rule (with Nanking in its present frame of mind) and it is emphasised that while Japan is not fundamentally opposed to a compromise, it fears the Nationalists still include too many hotheads who are likely to force the Party to adopt radical measures such as the abrogation of all Japanese agreements anent Manchuria, if it can gain control of that territory.

Such action, it is pointed out, could not be tolerated and would probably necessitate armed action, which Japan is most anxious to avoid, hence the anxieties lest Manchuria and Nanking compromise at the present time.

Anxiously Watched.

These fears will be largely dispelled if Nanking agrees to withdraw the abrogation of the Commercial Treaty, in connection with which Nanking's attitude to Japan's Note is being anxiously watched.

Another reason why Japan fears a Manchuria-Nationalist compromise at the present time is that she has not yet recognised Nanking and consequently, if the Nationalist gain control of Manchuria, Japan will be unable to settle possible disputes by diplomatic means and might be forced to adopt drastic steps to protect her rights, whereas under present conditions questions concerning Manchuria can be settled diplomatically with General Chang Hsueh-liang without resort to force.

In short, Japan desires nothing more than retention of the status quo and this will be retainable by diplomatic means so long as Manchuria is independent, but grave developments are foreseen if the Nationalists take control in their present frame of mind.—Reuter.

Tanaka's Views.

Tokyo, Yesterday.

Baron Tanaka, in the capacity of Foreign Minister, explaining the Manchurian situation to the Cabinet and Council, stated that General Chang Hsueh-liang had temporarily given up the idea of compromising with the Nationalists in accordance with the unofficial advice of the Japanese Government but, owing to the activities of anti-Japanese elements in the Manchuria Government and the pressure brought to bear by Marshal Chiang Kai-shek, General Chang Hsueh-liang was now in a very difficult position, though Baron Hayashi had been instructed to explain Japan's fundamental policy in an attempt to secure an understanding.

Baron Tanaka expressed the hope that he would be able to settle the situation peacefully, but intimated that in the event that Chang Hsueh-liang ignored Japan's goodwill, the Japanese Government would be obliged to take some positive measure for the purpose of protecting Japan's rights and interests in Manchuria.—Reuter.

Peace Prospects.

Shanghai, Yesterday.

The "Kuo Min" news agency states that the four Manchuria peace envoys to Nanking left Shanghai yesterday for Dairen (to return to Manchuria). It also says that according to Lu Wei-ting, one of the envoys, their negotiations with the Nationalist Government Council have been satisfactorily concluded and they are going back to make arrangements for the surrender of Manchuria.—Reuter.

PROPERTY SOLD.

Sections I and J of Inland Lot No. 2,293 at Wong-nei-chong, comprising 2,700 square feet, was sold by auction at Messrs. Hughes and Hough's sales rooms yesterday for $4,100 to the Po On Land Investment Co. of No 246, Des Voeux-road Central. Bidding opened at $3,500.

Sir Colville Barclay, the new British Ambassador to Portugal, and Lady Barclay, on their arrival in Lisbon, were welcomed at the station by a representative of the Ministry for Foreign Affairs and the staff of the Embassy.

COLONY'S HEALTH.

NOTIFIABLE DISEASE LAST WEEK.

DEATHS FROM SMALL-POX.

Notifiable disease in the Colony last week, as reported to the Medical Officer of Health, was as follows:—

Small-pox: 1 case from the city registration district, 5 cases from Kowloon—total of 6 during the week, all Chinese; 5 deaths during the week.

Diphtheria: 1 case from the city, 1 from Kowloon and 1 from Shaukiwan—total 3 (2 being Chinese, 1 British).

Enteric fever (typhoid): 4 cases from the city, 2 from Kowloon—total 6 (5 being Chinese, 1 Indian); 2 deaths.

Paratyphoid fever: 1 British case from Kowloon.

Puerperal fever: 1 Chinese case from the city; 1 death.

BRITISH RULE.

MR. JONES' UNFAVOURABLE IMPRESSIONS.

London, July 13.

The Workers' Welfare League of India Conference, which was held in Manchester to-day, heard the report of Mr. Mardy Jones, M.P., on his recent visit to India.

Mr. S. Saklatvala, M.P., was present.

Mr. Mardy Jones said that the Indian question was vitally important, because India, a part of the British Empire, was a possible centre for unfair trade competition with the operatives in the textile, iron, steel and coal trades; and secondly, because of the Indians' right to govern themselves.

His report stressed the bad conditions of the miners, especially the women. He said that the people of India lived a lower standard of life than any civilised community in the world, and their average life was 24 years, instead of 50 as in England. He added that illiteracy was widespread. These constituted the greatest indictment of British rule in India.

Mr. Mardy Jones deprecated the Viceroy's power to veto the decisions of the people. He declared: "Educated and trade unionist opinion in India has solidly boycotted the Simon Commission."

HIGH COURTS BILL.

PROTEST MEETING HELD IN BOMBAY.

Bombay, July 16.

At a meeting of representatives of all communities, a resolution was adopted drawing the attention of the Raj and the Secretary of State to the fact that the Indian High Courts Bill, which is now before Parliament, seeks to change a wholesome tradition of law which has been in force for over a century, by making civil servants eligible for Chief Justiceships of High Courts.

The resolution expresses the opinion that this change should not be made without giving ample time for public opinion in India to express itself.

Sir Joseph Kay, who presided, said that this was not a racial question. It involved the principle of keeping the Judiciary and the executive separate from each other.

The speakers included Sir Chimanlal Setalavad and Sir Phiroze Sethna.

HOT WEATHER DIET.

Mistakes Many People Make.

Many people lose their appetite at this time of year, and from this draw conclusions that they are not medically sound. Some say that in summer the body does not require so many meals; but that is wrong.

Certainly the body does not require as many energy-giving elements, but strength-sustaining foods are necessary, and these cannot be found in the unsubstantial meals usually partaken of with the idea of "keeping cool."

Then the common mistake of taking too many cold "gassy" drinks also sets up trouble. They distend the stomach, and dilute its digestive juices; exhaustion, lassitude, lack of appetite and indigestion follow. Your stomach needs new blood summer and winter, and the best method of renewing the blood and strengthening the digestion is by taking Dr. Williams' Pink Pills. These pills combat the poisons in the blood, and create new, rich blood. By this natural process you remedy your debility, the system being toned up, the digestive organs strengthened and the overworked nerves invigorated.

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CHINA NEWS, LOCAL NEWS AND *ALL* THE NEWS

SEND IT HOME!

CHINA IS NOW MAKING A START TO RECOGNISE HER OBLIGATIONS TO OTHER NATIONS.

On good authority it has been learned this week that the Nationalist Government intends to restore the British Consulate building at Nanking to the condition it was in prior to March, 1927. We have been told that the agreement with contractors is as good as signed.

In itself, repairs to one solitary building do not mean much—especially after a period of consistent clamouring for the jettisoning of Treaties concluded in the past in good faith. **But it is the beginning.** IT IS, IN FACT, THE FIRST OBSTACLE THE NATIONALISTS HAVE TO CLEAR TO SET IN MOTION THE MACHINERY FOR PUTTING BRITISH-CHINESE RELATIONS ON A SOUND FOOTING.

The major steps, of course, is the settlement of the unfortunate Nanking Incident of March, 1927. And this week has been a momentous one in the annals of Sino-British diplomacy. Important statements have been made by the Home Government thereant. Just as important despatches have been published in Hong Kong on the same topic.

In the circumstances, a short review in newsy form of what has transpired will be welcome in all parts of the world, but particularly so in Britain. A colleague on leave, a friend who has never been out here, your relatives and your business connections are bound to appreciate the thoughtfulness shown in posting the publication which tells them what they want to know. This publication, of course, is the "OVERLAND CHINA MAIL," the only illustrated weekly summary of China and local events printed in Hong Kong. As usual, the Hong Kong features, pictures, etc., have been included.

READY TO-MORROW.

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"THE OVERLAND CHINA MAIL."

Sport Columns

GOLF RULES.

LOCAL REGULATIONS THAT CAUSE TROUBLE.

[By Harry Vardon.]

Local rules are steadily becoming a matter for serious consideration by the authorities of golf. It is true that the whole world swears allegiance to the St. Andrews code, but it is equally true that almost every club and every association, having proclaimed this respect for law and order, proceeds to introduce local regulations which in nearly all cases are opposed to the spirit as well as the letter of true golfing precept.

The worst of it is that even in regard to common and clearly defined situations in which clubs decline to adopt the St. Andrews rule, nothing like uniformity of practice prevails. Confusion is consequently increasing every year.

There is the profound problem of mud. It is true that we do not expect to be bothered with it in the summer, but we get it at times in all seasons of the year, and inevitably in the winter. A great many inland clubs have a standing local rule that a ball may be cleaned on the putting-green. Others introduce it only when winter is near. On most of the sandy seaside links and those few inland courses which never become muddy, the strict law is observed, and no cleaning is allowed.

It is doubtless very hard luck for anybody to have to play a putt with a lump of mud sticking to his ball. But though this is a matter in which local jurisdiction has a good deal of justification, there might at least be a settled way of dealing with it at all clubs which have to take mud into their reckoning.

A PUTTING-GREEN POINT.

At one well-known London club, permission to clean the ball on the putting green was granted recently as a temporary measure. A competition was held almost immediately, and a player was disqualified because he picked up his ball on the closely cut grass denoting the sanctuary of the putting-green—although he was twenty-five yards from the hole—and wiped the ball.

The point was submitted to an authority for opinion. I suppose there is only one reply. A local rule about cleaning the ball is usually regarded as a somewhat elastic concession, which can be applied to any part of the cut area which obviously denotes the putting-green.

At the same time, that licence ought to be made clear in the club notice, as it is in many places. In the absence of any intimation to the contrary, the putting green is limited by the St. Andrews definition to ground (other than hazards) within twenty yards of the hole, and presumably every player ought to carry with him a measure in order to settle doubts as to whether his ball lies inside or outside the wiping zone.

It seems rather an ill-balanced scheme for a committee to flout one St. Andrews rule, which stipulates that mud is not to be considered as rendering a ball unfit for play, and then utilise another St. Andrews rule to disqualify a competitor who has acted under the local breakaway from authority. It is an instance of the increasing confusion.

Another example is the question as to how often a ball may be cleaned on the green. At some clubs it is the rule that the ball may be cleaned only for the first putt. But there are many other courses on which the player is permitted to pick up the ball and wipe it for every putt. In this detail, too, uniformity of practice is desirable, since the local rule must often be broken, for the reason that local rules on the subject vary so much.

St. Andrews declines definitely to legislate for mud. Perhaps, having no mud of its own, it is wise to be dignified and to evade those who would lead it into such slippery tracts of legislation. When it was confronted with the poser of a ball sticking to the face of a mashie through the adhesive qualities of mud, and asked what the player *ought to do in such circumstances*, it replied, if I remember rightly, that it could not deal with such a question because it had had no experience of such tenacious mud.

TRAVESTIES OF TRUE CODE.

But a recognised procedure as to cleaning the ball on the putting green is necessary now that the custom is almost universal in various forms. It is a matter in which the Joint Committee of the English, Scottish, Welsh, and Irish Union could usefully concern itself. At any rate, it is a sorry business to hear of people being disqualified because they do not understand the refinement of illegality—and it is always that in a strict sense—in its application to different courses.

Some local rules are flagrant travesties of the true code. At one championship I was informed by a competitor that there existed a local rule allowing a ball lying in or near a bush to be lifted and dropped anywhere not nearer the hole under penalty of one stroke. This proved to be a slight exaggeration. What the local rule said was that the ball had to be dropped within two club lengths of the bush.

Misunderstandings are constantly occurring everywhere through the multiplication and diversity of local rules. It is surely the height of presumption (especially in a championship) to proclaim that a ball may be lifted from a bush under penalty of one stroke when the St. Andrews rule says that the player, finding a ball unplayable, must return to the spot whence he struck it, and strike another under penalty of stroke and distance—that is, two strokes.

In point of fact, violations of the St. Andrews code are now common all over the country, while the clubs solemnly avow that they stand by the rules of St. Andrews—"with such exceptions as the local rules may provide." It is becoming farcical as well as confusing.—"Sports Despatch."

"FLAT ON WHEELS."

LAST WORD IN CARAVANS.

Members of both Houses of Parliament inspected a super-caravan, which has been designed by a young Westminster naval architect, Mr. Melville Hart, to the order of an American millionaire, Mr. Glen Stuart.

The caravan, which is actually a flat on wheels, and is sumptuously appointed, was shown to the members in Old Palace Yard by Sir Harry Brittain, M.P.

It is the first caravan to be built in England for America. The owner sent the chassis to England to enable Mr. Melville Hart to build the body on.

Mauve and Gold Saloon.

It contains a large saloon, panelled in walnut with mauve and gold silk upholstery. The flooring is of sponge rubber.

There is a sideboard, two wardrobes, a gun cupboard, and electric fire, and a secret cupboard for valuables.

Three sleeping berths are provided, and the caravan has a luxurious bathroom and shower bath.

A kitchen, in black and white tiles, has a ship's cooking range fitted with a dresser sink, and plate racks.

Underneath the car are the water and petrol tanks and an ice-locker.

Mr. Glen Stuart proposes to take the caravan, which has a 35 h.p. motor, for an extended tour over America and the Rocky Mountains, but before starting he intends to invite New York's exclusive "Four Hundred" to see the caravan.

ARM BROKEN.

THRILL IN 200 MILES RACE AT BROOKLANDS.

People watching the annual 200 miles race for 250 c.c. and 350 c.c. motor-cycles at Brooklands in mail week saw a rider hit another machine and break his arm when travelling at 90 m.p.h.

E. M. Thomas had stopped on the Byfleet banking and was working on the engine of his Rex-Acme-Blackburn when A. G. Walker came round on a Chater-Lea. Walker cut the inside of the track so close that his arm struck the handlebars of Thomas's' stationary machine.

Although going at 90 m.p.h. Walker retained his seat, and rode to the pits where he received medical attention.

4 MILES A MINUTE MOTOR CAR.

Major Segrave's Wonder Machine.

Dublin, June 22.

Mr. Charles Segrave, father of the famous racing motorist, to-day revealed that his son, Major Segrave, *is building a motor-car with which* he hopes to attain a speed of four miles a minute—240 m.p.h.

The present record is held by Mr. Day. Keech, the American with a speed of 207.55 m.p.h.

Mr. Segrave made his announcement at the annual meeting of the Royal Irish Automobile Club, at which the president, Mr. Edward White, stated that an international motor race, on the lines of the Gordon Bennett contest, would be held in Phoenix Park next summer.

HONG DOUBLES.

In the fourth round C. C. Stark and E. J. R. Mitchell owe 2/6 have arranged to play G. W. Sewell and H. Owen Hughes owe 15/2 to-day in the Hong Doubles.

FIRST RACE.

GREAT PUBLIC INTEREST IN NEW BRITISH SPORT.

AT GREENFORD.

With every car park full, and the public being turned away by the hundred at the gates, the Greenford Dirt Track was visited by a record crowd at the Cutter end of June. Everyone had come to see the first British dirt-track meeting for cars, organised by the Junior Car Club, and all those present were keenly interested in the various events.

As an experiment the meeting was an entire success. Those who went expecting thrills were scarcely gratified, but all those who took a keen interest in a new form of sport thoroughly enjoyed their afternoon. The organization was excellent and the runners and the winners' times were plainly shown on the board.

Speeds went up and up, from the first heat of the first race, which was won at 36.73 m.p.h., to the meteoric four laps of Capt. A. Frazer-Nash, who averaged 44.12 m.p.h. for two miles.

The first three events consisted of two heats and the final of the Junior Scratch Race for 1,100 c.c. cars. The first heat, between J. P. Dingle (Austin Seven Cup Model) and W. E. Humphreys (Amilcar) resulted in an easy win for the latter at 36.73 m.p.h. In the second heat a stirring tussle took place between Vernon Balls's Amilcar and A. Marshall's G.N. The former was the faster on the straight, but the two-cylinder car, despite rather difficult steering, seemed to take the bends more quickly. Again and again Balls drew out to pass the G.N., only to drop behind on the curves, until, with a last magnificent display of broadsiding, he overtook his opponent on the grandstand bend and won by a length at 37.5 m.p.h.

In the final, Marshall, Humphreys and Balls started together, the last-named passing Humphreys with difficulty on the second lap. He could not hold his advantage, however, and Humphreys won at 40.72 m.p.h. with Balls 20 yards behind. Marshall's G.N. broke an exhaust pipe. At the conclusion of this race Balls thrilled everyone by getting into a series of terrific skids, but held his car well.

A Fire in the Paddock.

After an interval, rendered the more exciting by the carburetter catching fire on Spero's Austin and being extinguished by J. P. Dingle with a Pyrene, the first heat of the Senior Scratch Race was held. The star turns in this were A. Frazer-Nash and H. J. Aldington, both on Frazer-Nash cars; W. J. Pearson (G.N.) was relegated to the background. Both the Frazer-Nash racers looked very fast indeed, and gave an indication of what may be expected when real racing cars take part in events on the "dirt." Nash won by 30 yards at 43.26 m.p.h.

In the second heat of this race Bowes put up a really thrilling display of skill in a Frazer-Nash with a homebuilt fabric saloon body. Scott, on a car of the same make, ran well, athough Vernon Balls (Amilcar) held second place throughout. J. Taylor, driving one of the Wolseley Moths, was nowhere. Bowes won at 41.65 m.p.h. In the final A. Frazer-Nash, on the car with which he beat the Brooklands test hill record, won at 43.69 m.p.h. with Aldington second.

A race between Bowes, Aldington and Scott, all on Frazer-Nashes, resulted in a win for Aldington at 43.9 m.p.h., which beat the sidecar record for Greenford track. In between the races mentioned there were matches between Flow Taylor, the famous one-legged dirt-track rider, on a 490 c.c. Coventry-Eagle and sidecar, and W. E. Humphreys (Amilcar), who seemed at a disadvantage owing to the race being held in the reverse direction to the other events. The sidecar outfit won at 41.09 m.p.h. Subsequently A. Frazer-Nash challenged Flow Taylor to a match.

At the end of the afternoon Frazer-Nash set out to beat the best performance of the day for four laps of the track. Travelling at a prodigious rate and broadsiding the bends with his habitual dash and skill, he won the cheers of the crowd by averaging 44.12 m.p.h. for the two miles, the fastest speed ever attained by a car on the Greenford track.

The J.C.C. are to be congratulated on organizing a very jolly show, and there is no doubt that a bigger entry and consequently shorter waits between the races will enormously enhance the interest of spectators next time.

A number of well-known people in Portuguese Colonial circles gave a dinner in Lisbon in honour of Admiral Ernesto Vasconcellos, who recently resigned the chairmanship of the Cartographical Commission by reason of the decree relating to the holding of several posts by one man.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- ⅛
Bank, on demand	—
Bank, 30 days' sight	2/- 3/16
Bank, 4 months' sight	2/- ⅜
Credits, 4 months' sight	2/1 ⅛
Documentary 4 months' sight	2/1 ¼
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On demand	1247½
Credits, 4 months' sight	1322½
On Berlin—	
On demand	—
On New York—	
On demand	49
Credits, 60 days' sight	50⅝
On Bombay—	
Wire	135
On demand	135
On Calcutta—	
Wire	135
On demand	135
On Singapore—	
On demand	87
On Manila—	
On demand	98½
On Shanghai—	
On demand	76¼
30 day's sight (private paper)	—
On Yokohama—	
On demand	107½
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Silver (per oz.)	27 3/16
Bar Silver in Hong Kong	4½% prem.
Chinese Copper Cash	nom.
Chinese Copper Cents	6% prem
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	29¼% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.20
New York	4.85 15/32
Brussels	34.90
Geneva	25.22
Amsterdam	12.095
Milan	92.80
Berlin	20.36
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	34.425
Prague	163¾
Helsingfors	192¾
Madrid	29.945
Lisbon	2¼
Athens	375
Bucharest	799½
Rio	5 29/32
Buenos Aires	47 7/16
Bombay	1/5 ⅞
Shanghai	2/7 ¾
Hong Kong	2/0 ⅛
Yokohama	1/10 11/32
Silver Spot & Forward	27 3/16

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THE SHARE MARKET.

Stock	Hong Kong Stock Exchange.	
T.T. on London	2/- ⅛	
T.T. on Shanghai	76¼	
Banks.		
Hongkong Bank	$1277½	b
do. Lon. Reg.	£139½	n
Chartered Bank	£22¼	b
Mercantile A. & E.	£36	n
do. C.	£14½	n
P. & O. Bank	£9¾	n
Bank of East Asia	$75	b
Insurances.		
Canton Insurance	$640	b
Union Insurance	$347½	b
North China Insurance	T146	b
Yangtze Insurance	$50	n
China Underwriters	$2½	b
China Fire Insurance	$245	b
H.K. Fire Insurance	$730	b
Shipping.		
Douglases	$36½	b
H.K. Steamboats	$26¾	b
H.K. Tugs & Lighters	$2	n
Indo-Chinas (Pref)	$35	b
do. (Def.)	$70	n
Shell Transports	100/-	n
Water-boats	$20¼ b 20½	s
Mining.		
Benguets	$1.85	b
Kailan Mining Ad.	58/- b 60/-	s
Langkats (Combined).	T11	s
do. (Single)	T5¾	s
Shanghai Explorations	T2.45	n
Shanghai Loans	T3½	n
Raubs	$4½	b
Tronoh Mines	17/6	n
Docks, Wharves, Godowns, &c.		
H.K. & K. Wharves	$136	s
H.K. & W. Docks	$40	s
China Providents	$4.95 b 5.10	s
Hongkews	T156	n
New Engineerings	T5	n
Shanghai Docks	T100	n
Cotton Mills.		
Ewo Cottons	$8.80	n
Oriental Cottons	$2½	s
Shat Cottons (Old)	T51½	n
do. (new)	T27¼	n
Lands, Hotels & Bldgs.		
H.K. & S. Hotels	$8.90	b
Hongkong Lands	$66½ b 67	sa
Shanghai Lands	T138	b
Humphreys Estates	$14.35	n
Hongkong Realties	$7½	s
H.K. Territorials	—	
Prince's Buildings	—	
Public Utilities.		
H.K. Tramways	$24.60	b
Peak Trams (old)	$13	b
do. (new)	$8	s
Star Ferries	$64¼	s
China Lights (comb.)	—	
do. (old)	$11.20	b
do. (new)	$11.10	b
do. 1928 issue	$11	b
H.K. Electrics	$49¾ [49¼/50	b sa
Electric (new)	$48½	b
Macao Electrics	$26¾	n
H.K. Telephones	$6¾ b &	sa
China Buses	$10¾	b
Singapore Tractions	10/6	b
do. Pref.	17/6	b
Industrials.		
China Sugars	$2¼	s
Malabon Sugars	$24½	n
Canton Ices	$3.70	n
Cements (comb.)	$9.05	b
do. (old)	$8	s
do. (new)	$1½	s
H.K. Ropes (old)	6.80	n
do. (new)	$6¾	n
United Asbestos	$8½	s
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Dairy Farms	$21.10 b 21½	s
Watsons	$15	sa
Def A. Wings	50 cts.	n
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Mackintoshs	$20	n
Sinceres	$9½	b
Wm. Powells	$3	b
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H.K. Amusements	$26¾	b
H.K. Constructions	$1½	s
B. Ind. G. Bonds	63%	n
H. K. Govt. Loans	6% Prem.	b

"FAIRIES EXIST."

SOME FRESH EVIDENCE ON THEIR BEHALF.

2 CYCLISTS OF DEVONSHIRE

Further evidence — including the testimony of the camera—supporting the theory that fairies and gnomes actually exist is brought forward by Sir Arthur Conan Doyle in a second edition of "The Coming of the Fairies."

The sceptic will possibly remain a sceptic still, for the additional testimony, with photographs from Devonshire and Germany, is scarcely as convincing to the open-minded as the original incidents of 1917 and 1920 recorded in the first edition. They are nevertheless intriguing to the fancy.

Two cyclists were touring Devonshire. At a wayside grove they took snapshots of the same scene. In one picture, that snapped first, a tiny Robin Hood kind of figure can be discerned standing at the foot of a tree. The second photograph shows no such figure. Sir Arthur assumes that the little creature, hearing the click of the first camera, was alarmed, and vanished.

Vouched For.

There is, further to this, the evidence of a Miss Else Arnhem. She is a German journalist, and is vouched for by Dr. Fritz Quade, of Berlin, a chemist and psychic researcher, as being "critical," reserved in her judgments, and absolutely truthful."

Miss Arnhem tells of strange experiences. One night in her bedroom she beheld the shape of a tiny man, three feet high, in a tightly fitting coat, and a peaked cap.

"Why, that must be a gnome," said she.

He came a number of times. She spoke to him, and christened him "Troll." Troll used to express himself by drawing diagrams. For instance, to express the sentence, "I enter a house," he drew a quadrangle on the carpet, then pointed through the window at a house outside, and finally stepped into the quadrangle.

On Christmas Eve, 1927, Miss Arnhem and her friend succeeded in photographing Troll with a flashlight exposure, but it was not considered convincing. Troll apparently disliked flashlights, and fled in terror; his visits became fewer, and finally ceased.

In the summer of 1927 Miss Arnhem discovered other gnomes in the same locality (East Prussia). She managed to secure two pictures of one, and also a snap of a flower elf just as it had leaped from a sprig of bloom.

Dr. Quade, commenting on the experiences and photographs, says:

"The principal question evoked by these interesting snapshots is whether the creatures which appear on the pictures are real independent beings, or whether they are creatures of Miss Arnhem's fantasy, merely thought-pictures."

Sir Arthur Conan Doyle, apparently in full belief of the genuineness of the photographs, sums up his views with the following happy and comforting thought:

"It is reassuring to find that nowhere do we find traces of malignancy in this new order of life which has so suddenly obtruded itself as an actual reality."—"Exchange."

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THE MOTORISTS' PAGE

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TYRES AND ACCESSORIES.

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WHY FLATS OCCUR.

THE PROBLEM OF THE SOLID TYRE.

NEW SOLUTION.

A problem which has beset many an owner of solid tyred commercial motors, whether in the fleet or in the single vehicle category, has been the occurrence of flats at practically regular intervals on the treads of the tyres on the front wheels.

The flats are always of much the same shape on a given tyre, explain Dunlop Company experts, but, as between one tyre and another, and as between the tyres on one vehicle and the tyres on another (even when the vehicles are of the same make and type), the shapes of the flattened portions vary materially. In some cases they are liver-shaped, disposed across the surface of the tyre, spreading scarcely any wider as the tyre becomes worn; in other cases, the flats will take a diagonal direction across the tyre, sloping first in one direction and then in the other. A cross-section taken of a tyre in the middle of a flatted portion will often show that one side of the tyre has become worn down more than the other, producing a pronounced lip on the lesser worn side.

Invariably, however, the flatted portions are practically symmetrical, and are equidistant around the periphery of the tyre.

— DEFECTS.

For a long time it seemed impossible to discover how and in what circumstances these flats occurred. At first, the tyres themselves were suspected. It was imagined by the users that there was some phase of the manufacture of tyres where unevenness could occur. Air holes and porosity in the rubber were attributed as the causes, and then it was contended that a tyre must become separated from its vulcanite base, perhaps to an infinitesimal extent, but sufficient to allow it to deform under load and during rotation.

It was pointed out by those who favoured the "defective tyre" solution to the problem that cracks were to be discovered on the side walls of tyres in the region of the flats.

Then arose a school of thought which favoured defective road conditions as being the prime cause. Wave lines on the road were demonstrated to set up excessive wear on the tyres at certain points of contact. Then pot-holes were placed in the pillory, and, again, to the variation in road surface conditions—being wet and dry alternately—was ascribed the fault.

But, throughout the whole of the discussions centring about these theories, the simple facts remained (1) that the flats did not occur on tyres in use on rear wheels; (2) they would not appear when tyres were used on some vehicles, and would occur at once if the tyres were changed over to other vehicles; and (3) most mysterious of all, a series of flats appearing upon a tyre would commence to disappear as the tyres wore down.

Another curious fact was noticed, namely, that grooves would develop on the surface of tyres of a section of 130 mm. Then pits would form across the grooves, at more or less regular intervals, round the tyre.

The wheels themselves now began to be suspected, and it was urged that, in those of larger diameters, it was most likely that they were not truly circular, or that the felloes of them were weak, allowing them to spring between the spoke heads.

Naturally, alignment of wheels was suspected, and slackness of the bearings, or their misalignment, was pointed to as a possible cause, but a theory disturbing fact was the infinitely greater frequency with which the defects occurred on front wheel tyres. When flats occurred on rear tyres they could nearly always be traced to admitted defects in the mechanism or mode of driving. Harsh brake application by locking the wheels would result in tyre abrasion, and the flat thus caused would induce the wheel to bound and lose contact with the ground at another portion of the periphery, and set up further abrasion.

TYRES NOT TO BLAME.

To discuss briefly some of the attempts at the solution of the problem, we believe we are right in saying that, when a tyre wears into flats, that is no evidence that it is defective. With modern methods of manufacture, a solid tyre could not have soft places, and to produce a tyre which is not uniform is, nowadays, quite impossible.

As to the accidental presence of a spongy place or of a large air bubble, whilst neither of these is impossible of occurrence, neither is very probable, and, if it should occur, it could easily be recognized. There would, most likely, be a burst through the side of the tyre long before a marked flat could be produced.

Again, no difficulty is found in diagnosing the trouble when a flat occurs in a region where the base of the tyre is damaged, as by the deep embedment of a stone or piece of metal, or a tyre may be undercut and partially detached from its base; but all of these things occur in use, and the causes are obvious.

If there were any defects in the manufacture of a tyre, at any rate, it is inconceivable that they could occur at the regular intervals at which the flats usually appear; and when cracks are found in the sides of a tyre close to flats, they are no doubt due to abnormal distortion of the rubber, beyond its breaking strain, when the lower portion of the flat hits the road.

WHEEL DEFECTS.

As to the defective wheel theory, however untrue wheels might be, and it is doubtful if they are untrue, series of 8 or 10 equal and equidistant flats could not, due to this cause, occur so consistently. Again, experiment has shown that the flats do not tally with spoke heads, and tests have proved that tyre bands are seldom out of circularity when they are received for retreading.

Impact tests have been made on tyres, but, whilst slight sets have been produced, no flat has ever been detected, and it would seem that attrition must be present. This attrition, however, can certainly occur when there is any backlash in the steering, and the clue to the problem can be found by watching the front wheels of a steam waggon, having central pivot steering controlled by worm and segment through chains. An observer, stationed to obtain a good view of an approaching waggon, will see the wheels turn in and out, the slack of one chain being taken up, and at the limit of slackness, a jerk being given to the wheel, so that it turns the other way and takes up the slack of the other chain, after which the operation is repeated. Action and re-action are thus set up, and the result is a constant and regular side twist or slide of the wheel, which must cause attrition of the tyre.

SLACKNESS.

In the case of the Kirkstall or American type of steering, the near-side wheel is more firmly held than the other and the tyre on the off-side wheel often shows signs of more wear. With the Ackerman steering, slackness can develop in the joints, and there will be caused a variation, or a series of variations, in the direction and nature of the rotational impulse received by a tyre. An impulse variation may be up and down, or from side to side, or a combination of both, but it is certain that it is there.

The effect of this variation is either to spread the tyre at the moment of impulse or actually to slide it on the ground. If the tyre be merely spread, the surface at that point tends to wear more rapidly, and, if it occurs in one place, a single flat is slowly produced. This flat will introduce another impulse variation (or jump), which may cause another flat, or on the other hand, the jump may so alter the first impulse that it no longer occurs at the original place, and the first flat may, with the general wear of the tyre, disappear, only to reappear in another place.

When a series of impulses is received during one wheel revolution, and at regular time intervals, a series of flats may be set up, but, if the time between impulse does not divide accurately into the tyre circumference, then no flats will appear, but the tendency in such a case might be for the tyre to wear rapidly. Sometimes flats do not occur until a tyre has worn down to some extent, here we see the effect of an alteration in circumference, causing the time between impulses to divide regularly into the new circumference. Then, instead of general (but rapid) wear, there is localized wear of flatting. Conversely, as a tyre wears, flatting will cause (flats will disappear) and general wear take place instead.

Sometimes a change of tyre will result in a cessation of flat production. This is explainable by the fact that a tyre, perhaps a little softer or harder or of different shape, placed on that wheel may destroy the regular periodicity of the impulses. There is a known case where the substitution of a tyre of the fire-engine type for a tyre of standard section altogether cured the tendency to produce flats.

POSSIBLE CAUSES.

Let us now examine the possible causes. They are (taking both front and rear wheels into consideration):—

(1) Loose wheel bearings; (2) untrue wheels (eccentric or wobbly); (3) weak and springy felloes; (4) play in steeering gear, and steering pivots; (5) worn shackle pins; (6) loose spring attachment to axles; (7) axles not parallel; (8) unequal chain tensions (in chain-driven vehicles); (9) eccentric brake drums, resulting in uneven grip of brakes; (10) one brake acting before the other; (11) in tyre fitting the use of packing in one or two spots instead of a uniform layer.

To all of these points special attention should be directed whenever flats are found to occur, or tyre wear appears to be excessive—for the latter must be regarded as equal to a large number of flats, all of them arising from attrition. It is also important to remember that the trouble may arise not from one of the causes set out above, but from a combination of them.

Hence, when flats occur on tyres, the fact should be regarded as an indication that the vehicle itself is out of condition, and as this may have far-reaching effects upon the vehicle, as well as on the tyre, an expert and careful examination of it should be made under running conditions.

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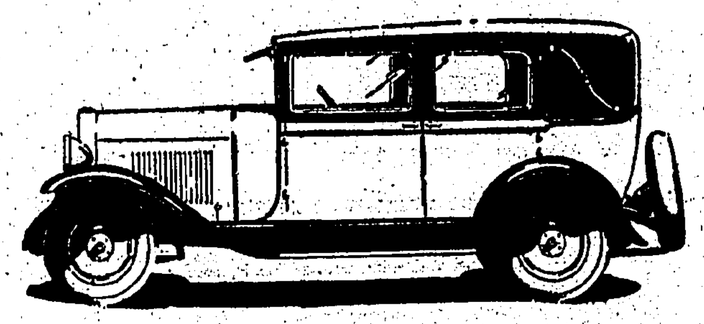

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THE CHRYSLER.

AERIAL PROCESSION FROM FOLKESTONE.

CAPE TO CAIRO.

Writing from London, Mr. C. C. Clow tells an interesting story of the arrival there of the "Sunday Times" and "Rand Daily Mail" Cape to Cairo expedition.

The expedition, it appears, landed at Folkestone, where it was met by a strong convoy of Chrysler cars and escorted amid much enthusiasm to London. Hundreds of people lined the route, and Lady Heath, flying low in her small plane, led the cars to South Africa House. Here they were met by the Union High Commissioner and later entertained to dinner at the Criterion. The procession was filmed and the film is now in South Africa awaiting release.

Upon arrival in England the car was examined at Kew and was found to be in good condition. The cylinder head, to use Mr. C. C. Clow's own expression, "was a picture," showing very little carbon, and the valves and guides in perfect condition. The only parts affected were one rear wheel bearing, which was changed; one of the eight clutch springs, which was found to be damaged; and the main blade of a rear spring, which was broken. The latter had been clamped in Italy and saw the party safely to London.

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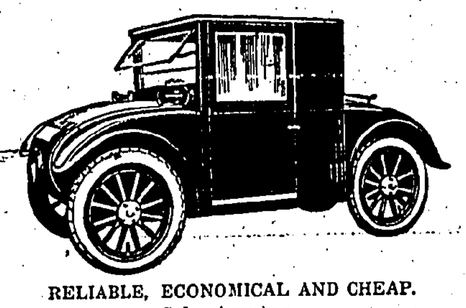

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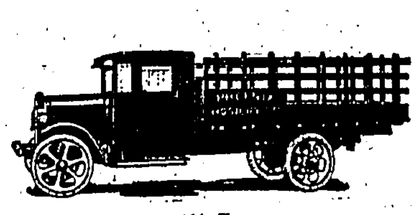

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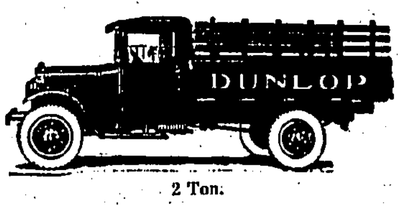

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Miller Tires
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NEW SHIPMENT ARRIVED.

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HONG KONG.

WORLD'S FASTEST.

RAY KEECH AND HIS CAR.

Arrangements have been completed for Ray Keech, the world's speed champion, to take over the racing contracts of the late Frank Lockhart, whose car he drove in the Indianapolis race. It will be recalled in the recent world's record attempts at Daytona that Keech's triple-engined car was barred, as it was not fitted with a reverse gear. How this was overcome is very interesting, for it was a big problem owing to the fact that each engine drove direct to the rear axle without any clutch or gearbox. On one of the engines a worm gear was mounted and above this was a worm that could be put in or out of mesh by a lever operated from the driver's seat. In this way one engine was turned backwards through this reduction of 500 to 1, and in consequence the other two engines being permanently gear-driven to the rear axle had to do likewise. The maximum speed on reverse was just over one-third of a mile an hour! The car was started by "having an automobile got behind and push." In an interview Keech stated that according to the marks in the sand the car jumped through [illegible] the three 500 h.p. engines the car an "irresistible force."

ROAD v. RAIL.

SIGNIFICANT FIGURES FROM OVERSEA.

PRIVATE CARS.

Interesting statistics have been given before the Select Committee of the Lords and Commons in Great Britain on the Bills in which the railway companies seek power to run road transport for goods and passengers.

Evidence was given at a recent sitting by witnesses representing the opponents of the Bills. By one the statement was made that on a Sunday 83.7 per cent. of the people going to or coming from Brighton were carried by private motor cars and motor cycles, and only 6.9 per cent. by char-a-bancs. This witness predicted that with the coming of the £100 to £150 motor the road-passenger transport companies were going to be hit as hard as the railway companies.

Another interesting statement that was made concerned the Dover and Folkestone road. The Southern Railway officials have pointed to this road as a case in which they have suffered a particularly heavy loss of traffic. A traffic census reveals that on a Sunday 52 per cent. of the people on this road were carried by private motor cars or motor cycles. The Southern Railway had complained of a loss of 160 passengers a day on this branch of their line, and the road statistics showed that 1,500 people used the road on a Sunday.

The figures are interesting as indicating that it is the private car, and not the public-service coach, that is adversely affecting the railway companies. It is our belief, says the "Autocar," that private-car traffic will continue to do so in increasing ratio as the popular type of small car is developed. Motor coach travel induces a desire to own a small car, and, except for really long journeys, the railway companies will find it increasingly difficult to win back the motorist from the road to the rail. The newer the experience of the open road, the greater the desire on the part of the traveller to continue it, and the longer it is enjoyed the less is the inducement to travel in confinement and relative discomfort.

DE SOTO SIX.

A NEW CHRYSLER VENTURE.

LOW PRICED.

A new motor car, the De Soto Six, built by Walter P. Chrysler and his associates, will be presented to the automobile world within the next sixty days. While the actual details are still to be announced, sufficient information to claim the attention of the entire industry has been made public.

In addition to the interest attached to the formation of the De Soto Corporation, and its personnel, a few of the facts connected with the production as a piece of typical Chrysler generalship are noteworthy.

There is not at this time any car of the exact type of the De Soto on the market. This indicates why the new car will not be included in the Chrysler line. The Chrysler Corporation will continue to build three sixes and a four. The De Soto is the first Chrysler to be called by a name other than that of the builder.

ADMINISTRATION.

An entirely separate dealer organisation will administer the affairs of the De Soto, although the De Soto Corporation is a division of the parent company.

J. E. Fields, president of the new organisation, is also vice-president in charge of sales and a director of the Chrysler Corporation. He does not relinquish his Chrysler duties in becoming president of the De Soto.

Charles W. Matheson is vice-president in charge of sales for De Soto. Mr. Matheson was formerly vice-president in charge of sales for Dodge Brothers, and later held the same office for Oakland and Pontiac.

B. E. Hutchinson, who for many years has been vice-president and treasurer of the Chrysler Corporation, is vice-president and treasurer of the new corporation.

THE SALES SIDE.

The De Soto board of directors includes the foregoing officers and the following executives: Walter P. Chrysler, chairman; W. Ledyard Mitchell, vice-president and manager of the Chrysler Corporation; Fred M. Zeder, vice-president in charge of engineering of the Chrysler Corporation, and K. T. Keller, vice-president in charge of manufacturing of the Chrysler Corporation. F. A. Morrison will be secretary of the De Soto Corporation, H. A. Davies, assistant treasurer, and L. A. Moehring, comptroller.

A newly created sales organisation, headed by C. W. Matheson, has been engaged in the allotment of territory to De Soto Six dealers. The new car will not be handled by the organisation which sells and serves other Chrysler cars. Karl H. Bronson has been appointed director of advertising, and C. G. Hall, director of sales development. Milton Pulford has been announced as director of service. John J. Palmer is assistant to vice-president in charge of sales and J. L. Ballard director of districts.

With no more information about the De Soto Six than its name, the number of its cylinders, and the fact that it is sponsored by Walter P. Chrysler and his associates, the territorial supervisors of the new car are assigning territories as rapidly as they can assort and investigate the applications.

No date of further announcement has been made, but conditions indicate that production will commence within the next three to four months.

MR. CHRYSLER.

Mr. Chrysler's personal announcement for the new venture follows:

"In no previous achievement of the Chrysler organisation have I felt so great a pride as in the creation of the De Soto Six. I believe that you will find in the De Soto, graphic evidence of the great strides which scientific manufacturing has taken in so short a time as twelve months in very greatly increasing the buying power of the motor car dollar.

"That, it seems to me, quite aside from its beauty and unusual performance capacities, is the special significance of the De Soto Six; that the progress of the past year in manufacturing efficiencies and economies has made it possible to give in quality infinitely more than anyone has heretofore been able to give.

"The De Soto is not merely another automobile. When I tell you that De Soto beauty, performance, smoothness and luxury are of a character of which Chrysler engineers are proud, I cannot say more.

TWO YEARS' STUDY.

"The De Soto is the perfected result of more than two years' careful study of market conditions and the changing needs of public transportation; it is the pre-eminent expression of the miraculous achievement of the past year in manufacturing science.

"At the prices at which De Soto Six will be offered to the public, I am confident that it will prove one of the most saleable cars ever presented. I unhesitatingly predict that enterprising dealers will recognise in the De Soto Six entirely new and incomparable standards of value. I feel that I should not be doing my duty by my thousands of friends among the country's automobile merchants if I did not heartily recommend that dealers investigate fully the unmatched opportunity offered you by the De Soto Six."

In Hungary more than 5,500 new automobiles were added to operation over last year. The total for all types as of January, 1928, was 17,906, compared to 12,232 for the previous year.

WHIPPET SIX.

LOWEST PRICED OF ITS KIND.

LONG LOW BODY.

A Six at a price actually lower than that of some fours! A Six embodying an array of mechanical features worthy of a car costing two to three times as much. This is Willys-Overland's latest achievement.

The new Whippet Six revolutionises all standards of six-cylinder motor car value. In its field it establishes a trend of design as outstanding as that created by the Whippet amongst fours.

This remarkable new motor car is powered by a high compression poppet-valve engine that through months of test has proved what great strides have been made recently in automotive engineering by Willys-Overland.

In a 24-hour run it averaged 56.52 miles per hour—the record for cars costing less than U.S. $1,000. In other tests it demonstrated remarkable economy, flashing pick up and the ability to travel at 60 or more miles per hour.

ROOMY INSIDE.

Long, low-swung bodies in harmonious lacquers and smart, roomy interiors, give a distinction and custom car luxury that will evoke your admiration.

Equipment is unusually complete, including automatic windshield cleaner, combination stop and tail light, snubbers, speedometer, motor-driven horn, a spare rim and tyre carrier. Dome light is standard equipment in Sedan and Coach.

SOME "POINTS".

Following are the condensed specifications of "Model 98":—

Brakes: Bendix internal expanding on front wheels. External contracting on rear. Total braking area 220 square inches. Service brake operates on all four wheels, emergency brake on rear wheels only.

Clutch: Single plate type, dry. Easily adjustable. Clutch throwout bearings fitted for Alemite lubrication.

Cooling System: Pump circulation—thermostat controlled. Cellular radiator. Capacity 3½ Imperial gallons. Four-blade fan.

Electric System: Auto-Lite unit, 6-volt single wire electrical system. USL battery. Starting motor acts on flywheel through Bendix drive.

Engine: 6-cylinder, 3⅛-inch bore, 3⅞-inch stroke, L-head type. Cylinders and crankcase cast en bloc; cylinders honed; removable cylinder head; seven-bearing crankshaft. Aluminium alloy pistons, with invar strut, Nelson type. N.A.C.C. horsepower 23.4, actual brake horsepower 43 at 2800 R.P.M. Chrome silicon exhaust valves. Air cleaner. Petrol filter.

Equipment: Automatic windshield cleaner. Rear view mirror. Combination tail and stop light. Snubbers at both front wheels. Stewart-Warner speedometer. Motor driven horn. Spare rim and tyre carrier.

Full set tools: Dome light in Sedan and Coach.

Front Axle: Reverse Elliott type. I-beam section drop-forged in one piece and heat-treated. Steering knuckles carried on Timken radial bearings and bronze vertical bushings.

Gear Box: Selective sliding gear—3 speeds forward and 1 reverse. Single shaft ball type shift lever.

Lubrication: Full force-feed to crankshaft, camshaft and connecting rod bearings, spray for cylinder walls, pistons, piston pins and valve mechanism. Pressure gauge on dash. Oil capacity 5.83 Imperial quarts.

Rear Axle: Semi-floating; shaft removable. One-piece pressed steel housing, "banjo-type." Removable inspection plate. Timken roller bearings throughout.

Springs: Semi-elliptic, chrome vanadium steel. Front springs 34½ inches long; rear springs 51¾ inches long. Snubbers. Tryon shackles.

Steering Gear: Full worm and gear type. Irreversible. Assembly designed for use with 4-wheel brakes and balloon tyres. Adjustable steering post. Right or left-hand drive.

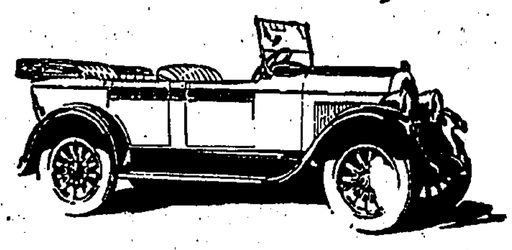
Wheels: Artillery type—12 spokes each. Full balloon tyres, 28" x 4.75"

No Car compares with Chrysler "52" in Money Value

THE smart New Chrysler "52" is more than ever the unapproached value in the low-priced field.

Only in the "52" can you obtain at low prices speed ability and pick-up that are characteristically Chrysler; such smoothness of operation *at all speeds*; ease of handling unapproached by cars selling for much more; Chrysler smartness and beauty of line and colouring.

See the smart New "52." Compare it with any and every car in its price field. Then ride in it and instantly understand why public preference acclaims it as more than ever the greatest value in its price division.



CHRYSLER

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SHOW ROOM:
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Tel. C.1219.

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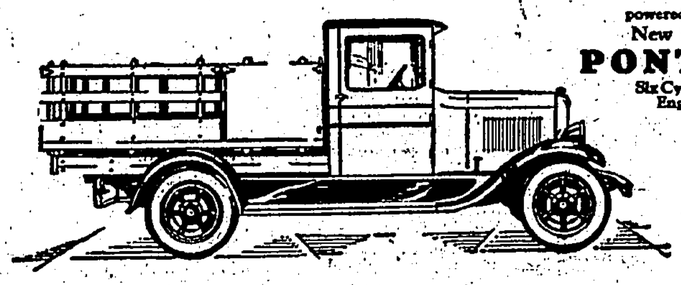
GENERAL MOTORS TRUCKS



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powered by the New Series
PONTIAC
Six Cylinder Engine

The Lowest Priced 6-cylinder Truck

of 2000 pounds pay load capacity

Powered by the New Series Pontiac engine. Four-wheel brakes. Four speed transmission. A sturdy truck—modern in performance and appearance. Be sure to see it—another extraordinary value made possible by the resources of this great organization! Offered with a factory built body for every haulage purpose.

3 Great Series

Powered by the PONTIAC Six Cylinder Engine	Powered by the BUICK Six Cylinder Engine (Chassis Prices)	Powered by the BIG BRUTE Heavy Duty Engine
1500-lb. chassis $695	One Ton $1095	3½ tons to 12 tons gross capacity prices ranging from
With Screen Body $745	One and one-half tons $1195	$3690 to $5820
With Panel Body $770	Two Tons $1795	
2000-lb. chassis $745	Two Ton (Specially designed for worm gear drive) $2050	
	Two Ton (Specially designed for underslung worm gear drive)	

All prices f. o. b. Pontiac, Mich.

THE DRAGON MOTOR CAR CO., LTD.

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A TRUCK FOR EVERY PURPOSE AND PURPOSE

THE GATE.

READER'S ADVICE TO INVENTORS0

PROBLEM ABROAD.

Some forceful remarks on the subject of gate-opening, as it affects the motorist, are embodied in a letter written to the Motor Editor of the "Sunday Times" by Mr. Alex. Purser, of East Rand, who takes a keen interest in the problem. He says:—

"The gate problem, on the public roads over the various farms throughout the Union, is not one that can be easily solved, chiefly because there are so many alternative schemes that the reformer is likely to fall 'between two stools,' as in the proverb.

"There is a gate largely advertised as 'manufactured to the Government specification,' by various makers. If the Government is really responsible for this specification, I think it would be in the interests of road users if it were revised from time to time until a gate with a life of at least ten years is evolved, and that each gate advertised as a Government gate should carry a maker's guarantee of ten years' fair wear and tear. Also that the erection of such gates should be carried out to a Government specification. If it were compulsory to hang all gates on independent posts and to use a push bolt engaging in a slot in the post, with sufficient clearance underneath to allow for the sagging of the gate, it would save a lot of annoyance in opening and securing it again.

DURABLE GATE.

"Although the public are responsible for closing all gates they use, it is not reasonable that they should be put to unnecessary trouble in doing so.

"The most durable gates are usually those with a solid hanging stile, and the heel socket and hanging eye as far as possible apart. I can imagine no greater absurdity in gate-making than a twelve-foot gate hanging on a pair of light eye bolts about three feet apart.

"Since the advent of the motor car, and consequently greater traffic on the country roads, there is a growing need for a more convenient means of opening and closing gates, and this is where diversity of opinion is likely to react on every movement to decide on any efficient scheme in the direction of a mechanically operated gate.

"The most frequent error with inventors is to lead off with too much elaboration. It is a much more direct road to success to start off with that which requires no genius whatever. There is always sufficient scope for genius in working out the little details after the main principle is decided upon.

SELF-CLOSING.

"Agreeable with this principle, I am entirely in favour of making use of what has been tested and found satisfactory for many years in the various self-closing gates, and preferably that mode of self-closing where the gate is supported on a roller running on a tilted track around the lower end of the hanging stile, and by using another track tilted in the opposite direction the gate is opened. This is not an invention, like most of the so-called inventions; it is only a mechanical contingency.

"I do not think it would be advisable at present to aim at anything wider than about 9 feet wide in an automatic gate.

"There are a few essential points that the inventor of self-opening gates should keep in mind: 1. Security of fastening; 2. durability; 3. cheapness; 4. to be proof against tampering either by stock or by gate opening "umfaans" out of employment.

"Of the many gates that have been described from time to time I will deal here with only two, those I think present the greatest difficulty in bringing to a successful issue.

REVOLVING GATES.

"The revolving gate would seem t. be too expensive on account of its great width in proportion to the mount of opening it would allow f r traffic, and if opened by a bump of the car would suffer very much f om vibration. To avoid the car.

"The swinging gate opened by pressure of the car would also re- uire mechanism to operate the s h. It would be difficult to make s h a device reliable over a long period. The efficiency of a gate is largely determined by its durability.

"However, I wish all inventors of self-opening gates success, especially the many ingenious farmers throughout the Union. That is to say, that their success in the four essential points given above."

NEW MODEL.

VAUXHALL'S CAMPAIGN FOR OVERSEAS TRADE.

"INSIDE STORY."

[By F. Beecher.]

In expressing my views upon Dominion markets, I have no hesitation in saying that it is in these that the British manufacturer must seek the expansion which will place him on equality with his powerful foreign competitors.

Considerable as these markets now are, they are yet far from the standards of immense wealth to which, by reason of their situation amid vast unexplored natural resources, they are bound to attain.

Improved British Trade.

That in respect of motor-car sales we have not enjoyed in the past few years the full advantages which these markets afford, it by no means follows that we are to resign ourselves to accepting this as a permanent state of affairs. Already British car export figures indicate a decided amelioration of the disastrous situation brought about chiefly by the War but I venture to think that the next few years will see a much more substantial improvement in the position.

Fundamental in the whole matter has been the factor of price. Ignoring the matter of design, it has always been appreciated, abroad as well as at home, that the British motor-car is of a very desirable quality, the real demand being for such a car, adequately powerful, sturdy and roomy, at a figure somewhere near the level of American prices.

Such prices, in relation to real quality of materials and workmanship, can only be attained by volume of output, and, speaking for this Company alone, I would say that in this direction we have taken the boldest possible course.

New Overseas Model.

Nine months ago we introduced our 20-60 h.p. model at a selling figure which had no relation whatsoever to previous Vauxhall prices. The first impression of the British public was that this price had been attained at the expense of efficiency, and, on discovering that not only was this Vauxhall equal in quality of performance, materials and workmanship, but superior in many respects to previous Vauxhalls, the question of the price presented something of a puzzle.

Vauxhall Policy.

The position is that we have based our prices on a total output far in excess of what the British Home market could possibly absorb. In short, our policy is to make a determined effort to secure for the country the position which it should occupy in the Dominions motor trade. In consequence, the British public at home are enjoying the full benefit in the matter of price.

The up-to-date methods which we are adopting to-day for production on a large scale were not available to us, or to many British manufacturers, much earlier, the conditions prevailing after the War being against drastic expansion of production methods. Naturally, under the circumstances of the high prices resulting, and the British manufacturer for a time having to be content with the only market really open to him, namely, the Home market, he turned his attention to designs solely suitable for use at home, allowing himself to be particularly influenced in the matter of engine size by the incidence of the British motor tax.

Criticisms Justified.

Therefore, the criticisms of oversea correspondents directed against British motor-cars and British marketing methods generally have in the past been substantially justified.

Speaking again for this Company in particular, hand-in-hand with their big effort to secure the low price to which I have referred had to go a car design which would meet Dominion and foreign conditions with the same efficiency that it met those of the Homeland.

Design for Good Performances.

We therefore ignored completely the tax consideration, and put in hand a new car, working out a design on a 20 h.p. rating, which provided an ample basis for good performance combined with strength and rigidity.

The car produced was designed expressly to stand up to the most difficult road conditions imaginable and, of course, it had an ample ground clearance (nine inches) and a standard track.

Trial cars were despatched upon long trips over the most difficult Continental roads, while others went over the famous Welsh course to test the model's suitability for oversea use. All these trials proved the success of our latest and most serious effort to secure for the British manufacturer his proper place in the overseas market, through offering a car which would stand up to the most exacting demands imposed upon it.

The Ideal Car.

Incidentally, we also attained the happy result of finding that the ideal car we had built for British Colonial conditions was also the ideal car for home use.

The all-important question of service is, of course, bound up with an output of proper size.

In distributing the Vauxhall 20-60 (which is now sold in every country throughout the world) we stipulated that adequate supplies of spare parts should be sent before any cars were shipped, and this rule was rigidly adhered to. In the case of Britain's most important overseas market, Australia, we have stocks of spare parts at all important centres, and, in addition, what might be termed a "factory stock" at headquarters in Melbourne. This means that it would be literally possible to build complete cars in Australia from spare parts stocked in that country.

Australian "Factory."

We ship our chassis to Australia unassembled, so as to qualify for the duty-free conditions, and all coach-work for the Vauxhall chassis is built entirely in Australia, with the exception of the more expensive lines, which are not in sufficiently large demand to justify the coachwork being built in Australia, thus ensuring that the low domestic prices which we have attained will not be seriously affected by export charges.

Supplementing the above service we have a well-organised system of keeping overseas dealers fully posted with the best methods of serving and also as to changes which may be made in the chassis from time to time, so that all Vauxhall dealers are thoroughly equipped with knowledge of the best methods of meeting customers' needs.

We have also found it necessary to keep our overseas friends in close touch with factory arrangements, and Vauxhall sales in all important countries are conducted by men trained at the works.

Regarding propaganda work, whilst we believe that the efficiency of the motor-car is its best advertiser, the matter of supplementary publicity is of vital importance, and our organisation includes a department adequately staffed and equipped to deal with this side of our activities.

(Continued on next Column.)

AUSTIN SEVENS.

FAMOUS MANUFACTURER SECURES RIGHTS.

FOR FRANCE.

The Austin Seven is about to be placed on the French market under the name Rosengart, the rights for its construction in that country having been secured by M. Lucien Rosengart, who, until a few months ago, was managing director of the Peugeot concern. It was decided to adopt the English car rather than to produce an entirely new model, because of the high reputation this machine has earned throughout the world. Very severe tests were carried out in France with good results, and M. Salomon, chief engineer of the Rosengart Company, and the designer of the first Citroens, gave it as his considered opinion that no better small car model could be found.

Only very minor changes will be made in the chassis, among them being the fitting of battery ignition in place of magneto and a direct driven electric starting motor.

6,000 Cars a Year.

M. Rosengart states that he is making plans for the production of 60,000 cars a year. The first models are already on the road, and the factory will be in full production before the Paris Salon in October. The former Bellanger factory, for the last few years used by the Peugeot Company, has been secured and given an area of 538,000 square feet.

Only one passenger model will be built but a light van will also be marketed. The passenger model is a three-seater cabriolet, with individual seats, the two main seats giving ample leg room, and the third being placed in the right-hand corner. The body is of steel up to the waist-line and fabric leather above. Wire wheels are fitted with aluminium discs. The selling price in France will be about 15,000 francs, or approximately £120.

The company, headed by M. Rosengart, is supported by both Austin and Chenard and Walcker, and the intention is to make use of this latter firm's commercial organisation for marketing the car in France. Although the existence of this car is not yet known to the general public, it is stated that orders for 7,000 examples have already been received.

MOTOR BOATING.

INCREASING POPULARITY OF FAST LAUNCHES.

SMART CRAFT.

Several motorists have commented on the attractive little craft which were recently on exhibition in the showrooms of Arthur Bray, 114, Baker Street, and Car Mart, Ltd., Piccadilly. These boats are of more than ordinary interest, as they are the product of pioneer car builders, namely, Messrs. J. W. Brooke and Co., of Lowestoft, whose six-cylinder cars gained a world-wide reputation more than 20 years ago. Shortly before the war car production was entirely dropped in favour of marine engines and motor boats. In view of these facts it is not surprising to observe the car-like controls and general arrangement of the 18-ft. boat which has been standardised by this firm and turned out in considerable numbers.

Designed as a four-seater, this little craft is equipped with a 10 h.p. engine, giving it a speed of 16 m.p.h. The motor is located amidships and immediately in front of it is accommodation for the helmsman and one passenger; a car-type steering wheel and accelerator pedal is fitted. This is a somewhat unusual fitting so far as motor boats are concerned, the engine speed usually being governed by means of a lever mounted on a quadrant.

At the left of the helmsman is a lever controlling the reverse gear. The movement forward permits the ahead clutch to take up the drive, whilst by bringing the lever aft the reverse motion is brought into play. The gear being of the epicyclic type, a single-control lever is all that is necessary. Two further passengers are accommodated in a liberal-sized cockpit aft, whilst, if need be, an awning along the lines of a normal car-type hood can be provided, totally protecting the passengers in case of inclement weather. The motor is, of course, electrically started, the battery serving for the navigating lights, electric horn and a cigar lighter. The hull, which is built of Honduras mahogany on American elm timbers, has distinctly attractive lines. These craft are finding a ready market, not only for pleasure purposes on the Thames and at coastal resorts, but also as yacht's tenders. Not the least pleasing feature is the fact that the boat may be obtained in any colour desired; two shades of green and white and a pleasing contrast of cream, scarlet and black would seem the most popular finishes.

The running costs are no greater than that of a light car of similar horse-power. The success of this boat has led to the builders designing a larger craft some 24 ft. in length, which is powered with a 100 h.p. Brooke motor, capable of giving the boat a speed of about 30 m.p.h.

LIGHTNING.

IS IT DANGEROUS TO A CAR?

One of the atmospheric phenomena that we accept as a matter of course during summer is the thunderstorm, usually following a period of oppressive heat. One day the clouds gather ominously, rain begins to fall in peculiarly large drops which splash on the pavement, there is a distant roll of thunder and the electrical storm begins.

We all know the eerie, "air-raid" sensation, as the thunder and lightning get unpleasantly nearer and nearer. Perhaps a flash discharges so near at hand that one detects the so-called "sulphurous" odour, although there is really no "sulphur" present; the odour is actually that of ozone invariably produced by a powerful electric discharge through air.

The pedestrian makes for cover as quickly as he can, but what of the motorist on the road? It may occur to him that he is seated on a mass of metal—popularly supposed to "attract" lightning—and there is enough petrol in the tank to "blow the car sky-high" if it should be struck. If he is a cheerful optimist he may say, "lightning won't touch the car because it's insulated from the earth by its tyres." He would be quite wrong; the insulation of the tyres would be simply nothing at all to a lightning discharge at many hundreds of millions of volts.

WHAT CAUSES IT.

Let us first consider some of the facts about lightning. Until the middle of the 18th century it was not clearly identified as a form of electricity. Then Benjamin Franklin, the philosopher, made his classical experiment of flying a kite very high into some thunder-clouds. When the cord holding the kite became wet with the rain electricity from the clouds was conducted along it so that Franklin was able to show to an astonished audience sky. He produced powerful flashes and charged Leyden jars—which to-day we term condensers —so that he could give shocks to a dozen people at a time.

Apart from stormy periods there is always more or less electricity in the clouds; some are positively and some are negatively charged, and minor discharges are always taking place, which, as we know, are the bugbear of wireless. These miniature electric storms disturb the ether and cause the well-known crackling and fizzling termed "atmospherics." Hot weather causes evaporation, and the particles of moisture that form into clouds become electrified in the process, and when these clouds become very large and overcharged they flash across, sometimes over miles of intervening atmosphere. At other times low-lying, powerfully charged clouds strike to earth and find the path of least resistance through a tree or down a chimney stack. Lightning does not necessarily strike to metal; in fact, its effects are distinctly freakish and cannot be expressed by laws or formulae, but we can dismiss the popular theories that steel attracts lightning or that mirror glass does.

Every time a thunderstorm begins thousands of misguided persons hide all their knives and steel articles and cover up the mirrors—all of which procedure is sheer nonsense.

SAFETY MOVEMENT.

Now let us see how the man-in-the-car is likely to be affected. In the first place it can be stated that it is very much safer to be in a car than in an aeroplane or airship, which have, on well-authenticated instances, been struck by being in the path of a discharge. But rapidly moving objects on the earth are not often struck. One rarely hears of a train in motion being struck. On the other hand, there have been instances of cars, probably moving slowly, having been struck, the petrol fired and the car destroyed, but on the open road, travelling at a good speed, there is very small risk of a car being struck. There is no particular danger in the fact of it being mainly a mass of metal. It is in contact with the earth, for as explained, a few inches of wet rubber represented by the tyres make no difference at all.

A moving car may, however, run into very close proximity to the path of a discharge striking to earth and, without itself being actually struck, the driver and passengers may receive severe shocks from the numerous subsidiary discharges, and windows or screen may possibly be broken. Everything within a considerable area of a heavy discharge to earth is under immense electric strain.

THE REAL DANGER.

All records and experience prove that sheltering under a tree in a thunderstorm is the most risky procedure. Numerous instances are on record of wayfarers and cattle being struck and killed whilst sheltering under a tree. Although it is rather unscientific to say that a tree attracts lightning, it is a fact that trees have this effect, as they discharge electricity from the earth of the opposite sign to the electrified cloud. Trees are often split and set on fire; the inference is therefore not to shelter the car under a tree. One might leave the car in the open and let it take a sporting risk and shelter in a barn and be reasonably safe. The only danger is that of being inside a brick structure having a chimney and fireplace, as a discharge often strikes down a chimney, the carbonaceous soot forming a conducting path; hence it is that one occasionally reads of a fireplace being wrecked. Of course, any building provided with a lightning conductor is as near being safe as can be expected, although with such a tremendous natural force absolute safety is an impossibility.

Furthermore, it is very difficult to learn much about safeguards from experiments. Artificial lightning has been produced in the laboratories of the General Electric Co., of U.S.A. and at the great Siemens electrical works in Berlin. By the use of large transformers and banks of condensers alternating current has been raised to over a million volts potential, producing miniature lightning discharges about 7 ft. long, which occur with deafening reports. The effect is stated to be very awe-inspiring, but these effects are the merest trifle compared with Nature's electrical discharges of miles in length.

Incidentally, we can safely dismiss that such things as fire-balls or thunderbolts are ever produced. "Car struck by a fire-ball" may serve as a typical daily Press headline, but every electrical authority agrees that the so-called ball-lightning is a simple optical illusion produced by an ordinary flash to

ROME TO LONDON.

ITALIAN LONG FLIGHT IN FORMATION.

FIAT SCOUTS.

Under the personal command of H. E. Italo Balbo, Under Secretary of the Italian Air Ministry, 12 Fiat scouting aeroplanes, six model "A.120" and six model "R.22" left the flying ground at Centicelle (Rome) on the morning of June 27 and after 9½ hours flight, the formation landed at the British aerodrome of Hornchurch to attend the Royal Air Force Display at Hendon.

In spite of the unfavourable meteorological forecasts, the flight of machines left its base at the appointed time, heading straight for its goal, braving heavy storms almost the whole way. With a bound, the machines rose to over 13,000 feet crossing the Alps in the neighbourhood of Mont Blanc. The landing was effected in such perfect style as to cause a British Air Force officer of high rank to exclaim "It looks as if a single machine were coming down."

The chief points of the flight were: Distance: 1,240 miles against 9½ hours, speed: 125 miles per hour.

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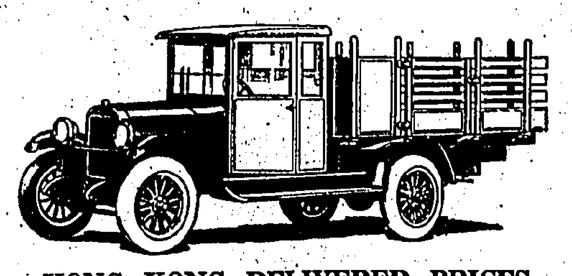

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DIRT-TRACK RACING.

NEW VARIATION OF MOTOR CYCLE CRAZE.

FOR MOTOR CARS.

In America and Australia, where they have been at the dirt-track game for many years, racing on an unbanked course of earth or cinders has been brought to a fine art. It provides all the thrills of road racing in the restricted area of an oval or circular track and, provided that grandstands are properly arranged—as they generally are—the spectators can see every incident in a race.

LOOKS DANGEROUS.

The roar of the super-tuned cars hurtling round and skidding in the dust, the blackened, begoggled faces of the drivers and mechanics, the clouds of dust drifting with the wind, provide a spectacle such as can never be witnessed on a cement or board track of the older type. The success of a participant in a race on the "dirt" depends as much, if not more, on the skill of the driver as on the speed of his car. Constantly, as they tear round the bends in a more or less continuous skid, the drivers are experiencing narrow escapes; an over-corrected, skid may send them crashing into the inner barrier of the oval. When passing a competitor at speed there is the ever-present risk of becoming entangled with the wheels of another racer, while if a bend be taken too fast the car, slithering in the loose dust, will be hurled by centrifugal force towards the outer edge and may well end in over-turning.

Thus there can be no doubt that dirt-track racing for cars, when fully developed, will be every bit as full of thrills at the motorcycle events that now take place many times a week. The public will go, not as it does "to the dogs" or to Brooklands mainly for the purpose of betting, but will crowd against the encircling wire-protected railings with the same enthusiasm as it would flock to a cinema to see some thrilling film or to the stirring pageantry of the Aldershot tattoo.

The possibilities, therefore, are that dirt-track racing for cars bids fair to become an open-air amusement for the multitude, besides a valuable means of developing and testing automobiles. Consider the evolution of the vehicle developed on the "dirt." It must be skid-proof; it must be capable of terrific acceleration between the bends; it must be incapable of overturning and equipped with powerful brakes in order to enable the driver to avoid the consequences of an accident to a car in front of him.

IN AMERICA.

In America, where for many years specially tuned-up Fords have been popular for this class of racing, all sorts of special fitments have made their appearance. For instance, special front and rear axles and springs have been made so as to allow the chassis to be offset with regard to the centre line of the car, the idea being that the weight of the vehicle and its driver shall be as near as possible to the inner edge of the track to minimise the risk of overturning as the result of a skid. One of the reasons for the old-type Ford being so popular was the great ease with which its pedal-operated two-speed gear could be manipulated and the rapid getaway which it made possible.

If we consider the possible lines of development of already fairly low European cars, we may find that what may be described as an optimum height for the centre of gravity is arrived at. In order to prevent overturning, construction of present-day sports and racing cars make them closer and yet closer to the ground. Is it not possible, however, that a car which it is impossible to overturn may skid to a greater extent than one which, while low enough not to overturn readily, has a high enough centre of gravity to cause the vehicle to heel over to a very slight extent, thus putting a greater amount of weight on the outer than on the inner wheels. If this rather delicate condition can be arrived at, the car will be as free from skidding as it is from any likelihood to overturn.

ALTERATIONS.

Fairly close-ratio two-speed gears with a lightning change are likely to prove popular. Air cleaners for the carburetters, and even for the pump breathers, will be an absolute necessity if the engines are not to be ruined by the gritty particles suspended in the air during a race on a dusty dirt track. Wire stone guards of a finer mesh than those at present used for road and track racing will be adopted for radiators to preserve the honeycombs from the impact of flying stones, and brakes will be improved so as to give tremendous retarding power without any risk of locking the wheels on the treacherous surface of the track.

It may well be found that the quarter-mile courses for motor-cycle dirt-track racing, and even half-time courses, may be too short for successful car racing, for to get the excitement and to give the drivers a fair chance the track must be very wide, especially on the bends, and spectators should be placed high up on sloping ground around the course with nothing to mar their view of any part of it.

At first it will doubtless be found that every driver will have his own theories as to how best he can make his car hold the track. With too light a vehicle, having a low gear (a combination which, on a good surface, would ensure wonderful acceleration), violent wheel-spin and consequent skidding are likely to result; on the other hand, excessive weight or too high a gear will cause the vehicles to be sluggish, so that they take too long to pick up again after slowing for a curve.

SUITABLE TRACKS.

There is a very large number of disused racecourses scattered about the country, many of them being in the suburbs of large towns. Those could speedily be rolled even enough to eliminate serious bumps and hollows, whilst the cars themselves would soon wear down the grass and provide the necessary earthen surface.

MOTOR TONNAGE OUTPUT.

Although it is generally believed that the shipbuilding position at the present time is not so satisfactory as was the case last year, an analysis of the situation shows that there are more motor cargo and passenger ships on order than there were twelve months ago; there is, however, a diminution in the number of motor tankers. According to "The Motor Ship," there are now 280 oil-engined vessels totalling 1,760,000 tons gross on order. Of these, 209 are cargo and passenger ships, the gross tonnage of which is 150,000 more than was the case in July, 1927. Since the beginning of the year 99 motor ships of 600,000 tons gross have been completed, whereas for the whole of 1927 the number was 137 and the tonnage 816,000. The number of motor ships which have been placed in commission during the first half of 1928 is a record figure.

Diminution of interest in Parliamentary affairs was described as a "real danger to democracy" by Mr. A. Duff Cooper, Financial Secretary to the War Office, addressing a meeting of the Unionist Canvassing Corps at Caxton Hall. Mr. Duff Cooper added, by way of example, that at a luncheon at the house of a member of Parliament a distinguished author had asked "Who is the Foreign Secretary?" Three other people present were unable to answer this question. A member of Parliament, said Mr. Duff Cooper, was no longer the object of the same kind of respect as in the past. If that resulted in the best kind of people no longer going to Parliament, it might be that behind the facade of an unreal House of Commons a few rich people might pull the strings.

The construction, as is suggested, of an eighteen-mile ship canal across the isthmus of Chignecto, Nova Scotia, to connect the headwaters of the Bay of Fundy with Northumberland Strait, would shorten the distance by ship from St. John (N.B.) to Atlantic waters on the east coast by 300 miles.

FOR CORONATION.

CLASSIC CHRYSANTHEMUM BLADE OF 82ND EMPEROR.

TO GRACE ENTHRONEMENT.

The Chrysanthemum Sword, which was welded in the twelfth century by the Emperor Gotoba, 82nd ruler of Japan, will be worn by the Emperor at the time of his enthronement next fall. A new sheath and hilt for the sword, which have been in the process of making at the Tokyo School of Fine Art since last August, will be completed and delivered soon to the Imperial Household Ministry, relates the "Japan Advertiser."

The sword has never been worn by any Emperor since Gotoba. The present Emperor is to set the precedent in wearing at Enthronement and in future all successive Emperors are expected to wear it. The Chrysanthemum Sword is one of the most important and significant Imperial treasures because of the fact that it is the handiwork of the Emperor Gotoba himself.

One of the large rooms of the Tokyo School of Fine Art was thoroughly cleansed and purified according to Shinto rites and appropriated as the special quarter for the making of the sheath and hilt. The metal decorations of the hilt and sheath were designed by Prof. Kogi Watanabe. Prof. Shisui Rokkaku and Prof. Kamezo Shimizu have been in chage of work on the sheath and the goldsmith work respectively.

Japanese Lacquer Sought.

The authorities of the school had serious difficulty in securing genuine Japanese raw lacquer, with which the sheath and hilt are to be decorated. Most of the lacquer used in Japan is imported from Annam in French-Indo-China. The school authorities sought for a genuine Japanese raw lacquer taken from new lacquer trees, from which no sap has been extracted.

After a strenuous search, two large trees were found in Gumma Prefecture. The trees belong to Mr. Tomimatsu Suda, the village head of Shikishima, Seta gun. Both are about 60 feet tall and from 4.7 to 4.8 feet in diameter, growing in a mulberry field. They are about 75 years old. Lacquer was extracted from the trees and used for the decorations of the sword. The prefectural authorities of Gumma are reported to have decided to open negotiations with the central government for the preservation of the trees under the protection of the government.

Sword Kept Secret.

The trees were discovered by Mr. Yamazaki, an official of the Lacquer Works' Association. The necessary amount of lacquer was extracted from the trees by Mr. Matajiro Sasaki, expert extracter, attended by Prof. Rokkaku.

The authorities of the Tokyo School of Fine Art admit that the sword is about to be completed but refuse to give out a description of it. Prof. Watanabe explains that he has been forbidden by the Imperial Household Ministry to give out any information about the treasure.

The Emperor Gotoba Toba II, ruled from 1183 to 1198 and is known as the first ruler coronated without the ceremony of transferring the Three Sacred Insignia.

CARLYLE MSS.

AMERICAN BUYER'S GIFT TO BRITISH MUSEUM.

The only known complete Carlyle manuscripts, namely the first autograph draft and the printers' manuscript of "Past and Present," were sold together at Sotheby's, London, on July 20 for £2,200, the purchaser being a New York resident, Mr. Gabriel Wells.

When informed that the British Museum wanted one of the manuscripts, he telephoned the Museum authorities and offered them their choice as a gift. The Museum authorities chose the first autograph draft.

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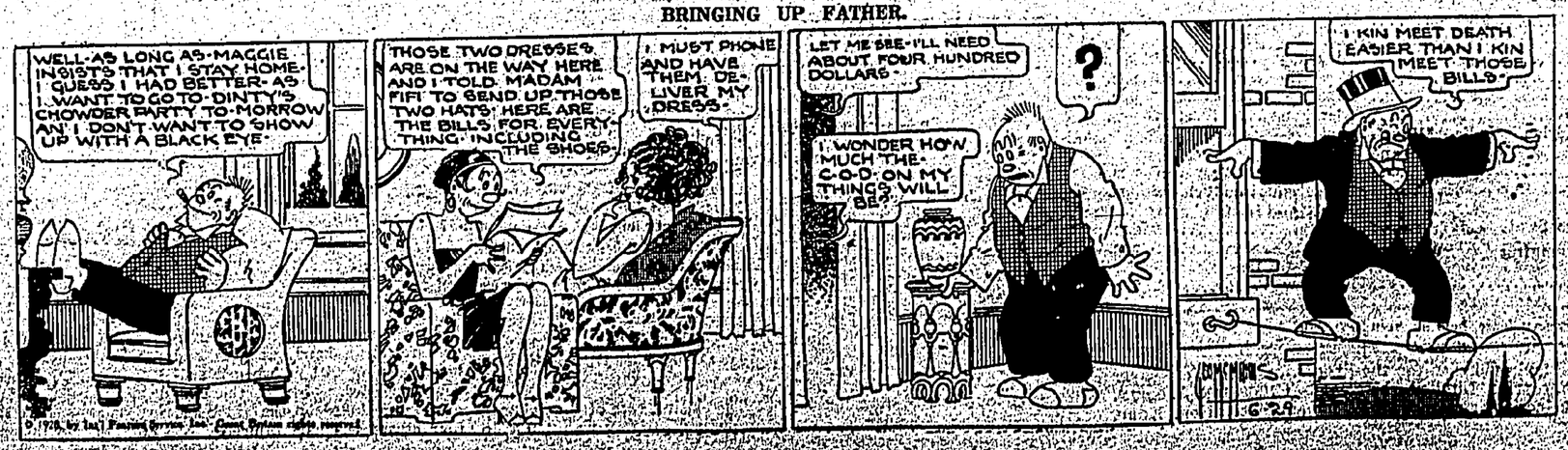

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INWARD MAILS.

From	Per
THURSDAY, AUGUST 9.	
Shanghai and Amoy	Kanchow
FRIDAY, AUGUST 10.	
Europe via Suez (Letters only) London, 12th July	Glenaoy
Japan and Shanghai	Atsuta Maru
SATURDAY, AUGUST 11.	
Europe via Negapatam (Paper only London, 12th July)	Bellerophon
Shanghai	Kidderpore
Shanghai and Swatow	Sinkiang
U.S.A., Honolulu, Japan, Shanghai, & Europe via Siberia	President Harrison
MONDAY, AUGUST 13.	
U.S.A., Honolulu, Japan and Shanghai	President Pierce
TUESDAY, AUGUST 14.	
Saigon	Porthos
THURSDAY, AUGUST 16.	
Australia and Manila	Tango Maru
FRIDAY, AUGUST 17.	
U.S.A., Canada, Japan and Shanghai	President Jackson
MONDAY, AUGUST 20.	
U.S.A., Canada, Japan and Shanghai	Empress of Russia

OUTWARD MAILS.

For	Per	
THURSDAY, AUGUST 9.		
Sam Shui and Wuchow	San Ning	4 p.m.
FRIDAY, AUGUST 10.		
Saigon and Africa	Montevideo Maru	10 a.m.
Swatow, Amoy and Foochow	Haiyang	2 p.m.
Wei Hai Wei	Kuelchow	2.30 p.m.
Formosa	Sourabaya Maru	2.30 p.m.
Haiphong	Tonkin	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 10 Sept. K.P.O. Registration 4.30 p.m. Letters (Aug. 11th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters 9.30 a.m.	Atsuta Maru	
SATURDAY, AUGUST 11.		
Shanghai	Glenamoy	12.30 p.m.
Manila	Pres. Harrison	5 p.m.
Japan	Glenluce	5 p.m.
Straits	Glenshane	5 p.m.
Straits, *Ceylon, *India, *Mauritius, *E. & *S. Africa and *Bombay	Kidderpore	5 p.m.
Shanghai and Europe via Siberia	Soochow	6 p.m.
SUNDAY, AUGUST 12.		
Bangkok via Swatow	Kaigan	9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	9 a.m.
MONDAY, AUGUST 13.		
Swatow	Kanchow	10.30 a.m.

*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

ECHO OF POLITICAL CRIME.

IN BELGRADE.

STEPHAN RADITCH SUCCUMBS TO WOUND.

CROATIAN HERO.

Zagreb, Yesterday.

Stephan Raditch is dead.—Reuter.

Population Grief-Stricken.

The population is grief-stricken at the end of a stormy career which since the formation of the Kingdom of Yugo-Slavia has been devoted to an attempt to break up the Serbian domination in the Belgrade Government and secure better representation for Croatia which, historically, is an independent kingdom traditionally linked in friendly relations with Hungary.

Raditch, who was once a Croatian deputy in the Hungarian Parliament, spent a short time in a hospital in Belgrade after the tragic incident in the Skupshtina on June 20 but returned to Zagreb in July, his journey through Croatia being marked by scenes of remarkable enthusiasm. Raditch, however, never recovered from his wound.—Reuter.

U. S. PROPERTY.

MINISTER TAKES NANKING TO TASK.

"POLITICAL COMPETENCE."

Shanghai, Yesterday.

In a strong Note to the Chinese Foreign Minister at Nanking, the United States Minister (Mr. J. V. A. MacMurray) calls attention to the failure of the Nationalist Government to fulfil the promises made on several occasions to evacuate all American property occupied by soldiers or otherwise, and to prevent the further recurrence of such occupation.

Mr. MacMurray points out that despite the promises of the Nationalist Government only a portion of such properties has been evacuated and that even additional property has been seized, citing as instances of "a few among the many," the American church and mission, a cathedral and other American properties, including the Consulate, at Nanking; and the American Presbyterian Mission's properties at Hsuchowfu, Tsining, Shuntehfu, which are at the present time occupied by Chinese.

Not At War.

He adds that he is informed that the occupation of additional properties in Nanking and Chinkiang is contemplated, and that American property has been treated as though America were an enemy country warring with China, whereas its full protection is the elementary responsibility of the Chinese Government.

The American Government has, throughout, displayed the greatest forbearance, hoping that Chinese assurances would be made good. The continued retention of American property, especially of the United States Consulate at Nanking, has created a very unfavourable impression all the world over, and has painfully disappointed the American Government. Therefore it is expected "in evidence of the good faith and political competence of the Nationalist Government" that no more American properties will be occupied, and that those which are already occupied will be restored to the free use of their rightful owners.—Reuter.

NAVAL TRAGEDY.

TWENTY-SEVEN LIVES LOST IN ITALIAN SUBMARINE.

Rome, Yesterday.

Admiral Foschini personally directed the rescuers, consisting of five destroyers, tugs and powerful pontoons equipped with cranes and divers. Eventually at 6.30 yesterday evening the submarine was raised to the surface. Rescuers wearing gas masks entered the conning tower and found all dead, apparently killed by chlorine fumes.

Later.

It is now stated that the total death-roll is 27.—Reuter.

LONDON-BRIGHTON MOTOR ROAD.

LATEST SCHEME.

NO CROSS ROADS: UP AND DOWN TRACKS.

£3,000,000 COST.

London, Yesterday.

The latest development in motor travelling is a scheme for the construction of a special motor road from London to Brighton. The proposed road would have no cross roads and would have separate up and down tracks so that collisions would be impossible. There would be no speed limit and the distance of about 60 miles could therefore easily be covered in one hour or less than the time taken by the fastest express train.

The capital of £3,000,000 required for the project is stated to be ready.

The route has already been surveyed and it is hoped to obtain Parliamentary sanction to the scheme during the Autumn session.—British Wireless Service.

NAVAL AGREEMENT.

WHAT NAVAL AUTHORITIES MAY HAVE HINTED.

JAPAN'S VIEWS.

Tokyo, Yesterday.

The Naval Authorities are reported to have hinted that the Anglo-French Naval Agreement includes:—

1.—A division of cruisers into two classes, those armed with guns over 6-inch, and those under.

2.—The restriction of the gross tonnage of destroyers, and also that size shall not exceed 1,800 tons.

3.—The restriction of the gross tonnage of submarines over 600 tons and also that size shall not exceed 1,800 tons.

4.—No restriction shall be placed on warcraft under 600 tons.

The Naval spokesman, when asked to confirm this, stated that certain parts were correct and others incorrect, but as the details of the treaty were confidential he was unable to say which. He intimated, however, that the restriction of the size of submarines to 1,800 tons was incorrect.

It is stated that Japan is now considering the matter and has intimated to the authorities that she is in general agreement with it. It is, however, doubtful whether America will concur.

The exressed personal opinion will probably be referred to the League of Nations, after which it is possible that the Washington Treaty Powers will call another conference to consider the points raised.—Reuter.

FOR SLATER.

EX-GRATIA PAYMENT BY TREASURY.

London, Yesterday.

The Treasury has granted to Oscar Slater, an ex-gratia payment of £6,000 in consequence of his wrongful conviction and subsequent imprisonment. Slater has accepted the sum.—Reuter.

To Have a Quiet Rest.

In an interview he stated: "I am now going to have a quiet rest, after which I intend to work out an idea for a machine which I have patented.—British Wireless Service.

MORE RAIN.

South west winds, moderate, overcast, occasional rain, is the official weather forecast until noon to-morrow.

Pressure is high to the north of Japan.

Depressions are shown over South China and to the west-south-west of the Bonins.

TO-DAY'S DOLLAR.

The closing rate of the dollar on on demand, to-day was 2/0 3/16.

AMERICAN COTTON CROP.

OFFICIAL ESTIMATE.

"SHORTS" STAMPEDED ON THE MARKET.

BROKERS' VIEWS.

New York, Yesterday.

The appearance of the first official crop estimate of the season stampeded "shorts" on the cotton market.

The estimate gives 14,291,000 bales or nearly 68 per cent. normal and over half-a-million bales below expectation.

The publication of the report was followed by a general rush of buying values jumping-up as much as $6½ per bale. Later, however, it reacted under heavy local and southern selling coupled with the belief that the Government made liberal allowance for weevil damage while the weather since the Government observation, has not favoured the weevil. Nevertheless, offerings are being well absorbed and the market before the close again showed an upward movement.

Brokers, to Reuter's correspondent, expressed various opinions, some believing that a 20 per cent. level is high enough — (prices for various futures at the close ranged from 19.90 to 20.08 while others predicted a sharp upward move in the event of any constructive news developing.—Reuter's American Service.

MANY GUESTS.

WEDDING OF MISS TOCK AND MR. LAM.

AT ST. PAUL'S CHURCH.

In spite of inclement weather, the wedding of Miss Violet Tock and Mr. Lam Chik-shang at St. Paul's Church, Glenealy, yesterday afternoon, was a brilliant affair.

Tasteful floral decorations met the eye of the many friends who attended the ceremony—and the number was indeed many.

The bride is the second daughter of the late Mr. and Mrs. Leung Tock of Australia. She was born and educated in Melbourne and is very popular among the younger Chinese residents of Hong Kong.

The bridegroom is the eldest son of Mr. Lam Woo (one of the leading building contractors in the Colony and a prominent member of the Chinese Anglican Church) and Mrs. Lam Woo. He is now in business with his father.

Bridal Retinue.

Miss Tock wore a Chinese dress of silver lace over white satin. She had also an embroidered veil held in place with a coronet of orange blossoms andpearls. Her bouquet was of white blossoms and pale pink roses.

There were four in the bridal retinue, two bridemaids and two flower-girls. Miss Sue A. L. Gooey and Miss Grace Suen were the bridesmaids. The former's dress was of apricot georgette and silver lace and the latter's of pale green georgette also with silver lace; they both wore headdresses of diamente and carried contrasting shower bouquets.

Reception.

The Misses Joyce Lim and May Law were the flower-girls. Their dresses were of pink georgette and blue georgette, respectively, with silver lace yokes. Their skirts were finished off with tiny georgette frills. They each carried a silver basket of pink blossoms.

The Rev. S. F. Tso officiated.

Mr. George N. Tock, the bride's brother, gave his sister away. Mr. Lam Chik-ho, the bridegroom's brother, was "best man." Mr. Wong Ying-hang acted as groomsman.

The reception in Messrs. Lane, Crawford's restaurant was largely attended and a number of foreign friends of both families was present to wish good luck to the happy couple.

The customary Chinese banquet is being held to-morrow night in the South China restaurant, China-building roof.

A number of children in Tarnowitz found a hand grenade and began playing with it, when it suddenly exploded. Six of the children were killed on the spot and four others seriously injured.

GLORIA Swanson

It happened in Pago Pago—crossroads of the South Seas—the port of savage lure.

Here came Sadie Thompson, an outcast girl of mystery from San Francisco's cabarets.

O'Hara, a sergeant of marines, who was lonesome for the laughter of women;
And Hamilton, unchallenged moral arbiter of a remote island realm!

Penned in a trader's shack by a hurricane, their souls went primitive.

Frolic, rivalry, love, error and remorse! Truly a tremendous drama!

"SADIE THOMPSON"
UNITED ARTISTS PICTURE
AT THE
QUEEN'S
TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

DOUGLAS FAIRBANKS
In
DON
SON OF
ZORRO

THRILLS-ROMANCE-LAUGHS!
AT THE
WORLD
TO-DAY TO SATURDAY.
Orchestra 5.15 & 9.20.
Interpreter 2.30 & 7.15.

A COMEDY of horrors! A melodrama of laughs! A whirlwind of excitement!—

FINGER PRINTS
With
LOUISE FAZENDA
JOHN MURRAY
HELENE COSTELLO
AT THE
STAR
TO-DAY TO SATURDAY.
Continuous 2.30 to 11.15.

AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.

Thompson's
"DOUBLE MALTED"
Sweet Chocolate Flavor
Malted Milk

Obtainable from all Stores, Dispensaries, Hotels and Restaurants.
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